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日五初月十年丑乙

HONGKONG, FRIDAY, NOVEMBER 20th, 1925

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TIME-TABLE.

WEEK DAYS

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	9.15	10.30	12.00	1.15	4.35	6.39	7.10
Yau Ma Tei	6.50	9.25	10.39	12.09	1.24	4.44	6.38	7.19
Shatin	7.00	9.35	10.51	12.21	1.34	4.54	6.51	7.21
Tai Po	7.10	9.45	11.04	12.34	1.44	5.04	6.54	7.24
Tai Po Market	7.20	9.55	11.14	12.44	1.54	5.14	6.58	7.28
Fanning	7.30	10.05	11.24	12.54	2.03	5.24	6.19	7.38
Shung Shui	7.40	10.15	11.34	13.04	2.13	5.34	6.29	7.48
Shum Shu	7.50	10.25	11.44	13.14	2.23	5.44	6.39	7.58

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shum Shu	7.51	8.05	10.39	11.40	8.00	4.17	5.18	6.08
Shung Shui	7.58	8.12	10.45	11.47	8.07	4.24	5.20	6.15
Fanning	8.08	8.22	10.55	11.57	8.17	4.33	5.24	6.19
Tai Po Market	8.18	8.32	11.05	12.07	8.27	4.42	5.34	6.29
Tai Po	8.28	8.42	11.14	12.17	8.37	4.51	5.38	6.33
Shatin	8.38	8.52	11.24	12.27	8.47	5.00	5.48	6.38
Yau Ma Tei	8.48	9.02	11.34	12.37	8.57	5.09	5.58	6.48
Kowloon	8.58	9.12	11.44	12.47	9.07	5.18	6.08	6.58

SUNDAYS AND PUBLIC HOLIDAYS

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	8.35	9.15	10.30	12.00	2.29	5.29	7.10
Yau Ma Tei	6.50	—	9.24	10.39	12.09	2.31	5.38	7.19
Shatin	7.00	—	9.36	10.51	12.21	2.43	5.51	7.31
Tai Po	7.10	—	9.48	11.04	12.34	2.56	6.05	7.44
Tai Po Market	7.20	—	9.58	11.14	12.44	3.00	6.09	7.48
Fanning	7.30	—	10.08	11.24	12.54	3.11	6.20	7.58
Shung Shui	7.40	—	10.18	11.34	13.04	3.23	6.29	8.08
Shum Shu	7.50	—	10.28	11.44	13.14	3.35	6.39	8.18

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shum Shu	8.12	10.38	11.40	8.00	4.17	5.20	6.09	6.09
Shung Shui	8.19	10.45	11.47	8.07	4.24	5.27	6.15	6.15
Fanning	8.29	10.55	11.57	8.17	4.33	5.34	6.19	6.19
Tai Po Market	8.39	11.05	12.07	8.27	4.42	5.38	6.29	6.29
Tai Po	8.49	11.14	12.17	8.37	4.51	5.48	6.33	6.33
Shatin	8.59	11.24	12.27	8.47	5.00	5.48	6.38	6.38
Yau Ma Tei	9.09	11.34	12.37	8.57	5.09	5.58	6.48	6.48
Kowloon	9.19	11.44	12.47	9.07	5.18	6.08	6.58	6.58

SHA TAU KOK BRANCH.									
WEEK DAYS.			WEEK DAYS.						
STATIONS.		A.M.	A.M.	P.M.	STATIONS.		A.M.	P.M.	P.
Fanning	...Dep.	7.45	11.30	2.20	Sha Tau Kok	...Dep.	10.15	1.05	5.00
Sha Tau Kok	...Arr.	8.40	12.25	3.15	Fanning	...Arr.	11.10	2.00	5.55

SUNDAYS AND PUBLIC HOLIDAYS.				SUNDAYS AND PUBLIC HOLIDAYS.					
STATIONS.	A.M.	P.M.	P.M.	STATIONS.	A.M.	P.M.	P.M.		
Fanning ...	Dep.	7.45	11.20	3.20	"Sha Tau Kok ...	Dep.	10.15	2.05	5.35
Sha Tau Kok ...	Arr.	8.40	12.25	4.15	Fanning ...	Arr.	11.10	3.00	6.10

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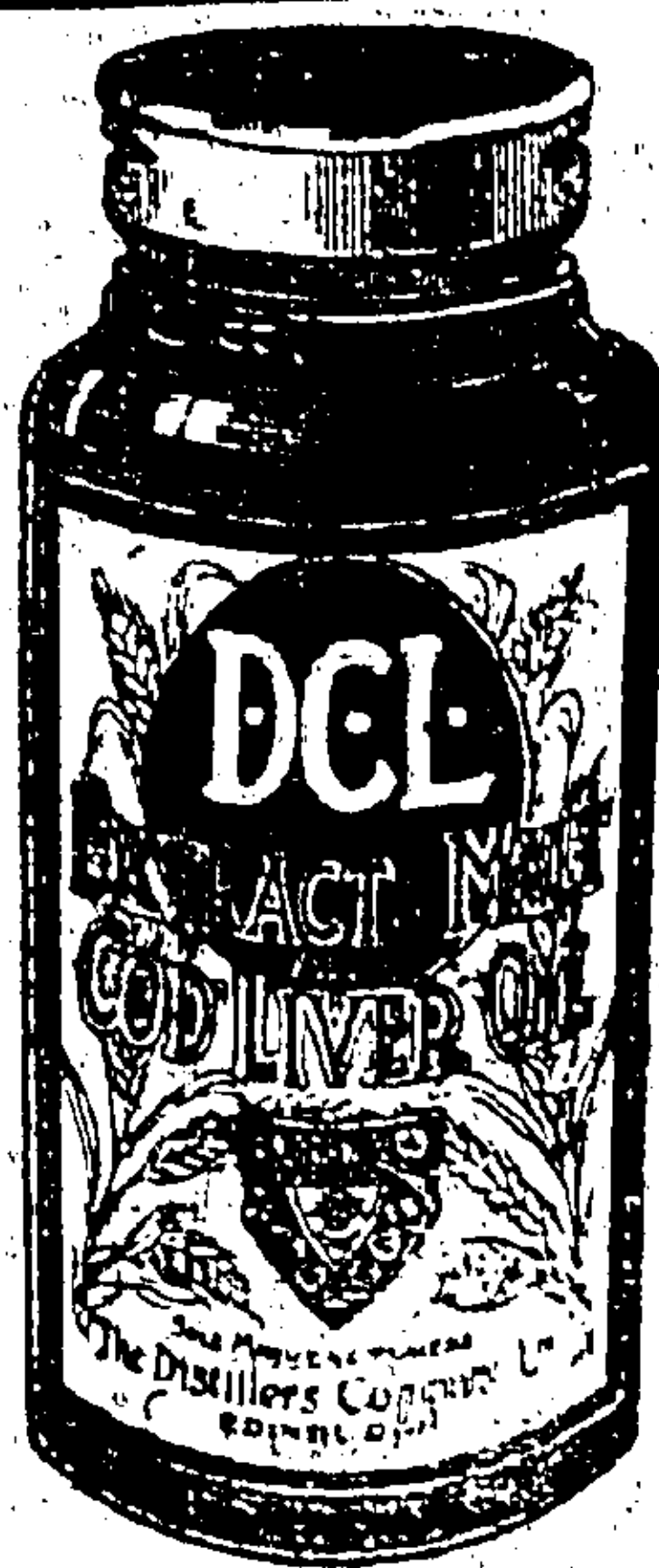
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[ORDERS BY LIEUT.-COL. L. G. BIRD, D.S.O., ADMINISTRATIVE COMMANDANT.]

No. 200.

Part I.

ARTILLERY COMPANY.

Ping Shan Camp: Compulsory week end, 20th-22nd. Members of the Artillery Company proceeding to Ping Shan Camp on Friday, 20th November, will parade at Star Ferry, Kowloon, at 5.30 p.m., and on Saturday, 21st November, at Kowloon Star Ferry, at 1 p.m. when transport will be provided.

Dress: Bandoliers, waterbottles, helmets, shorts, puttees and gaiters. City Section parade at Corps Headquarters at 5.30 p.m. on Tuesday, 24th November. Dress: Mufti.

Taikoo Section parade at Taikoo, at 5.15 p.m. on Friday, 27th November. Dress: Mufti.

ENGINEER COMPANY.

All Sections parade at Corps Headquarters at 5.30 p.m. on Monday, 23rd November. Dress: Mufti.

Field Section parade at Corps Headquarters from 5.30 to 7.30 p.m. on Monday, 23rd November, for Practical Field Geometry. Dress: Mufti.

Field Section: A lecture for N.C.O.'s (more particularly Field Company N.C.O.'s) and others interested will be given at Corps Headquarters on Thursday, 29th November, at 5.30 p.m. Subject: "Demolitions."

Signal Section parade at Corps Headquarters from 5.30 to 6.30 p.m. on Thursday, 26th November, for Buzzer Practice. Dress: Mufti.

The Miniature Range at Corps Headquarters is at the disposal of the Engineer Company at 5.30 p.m. on Thursday, 26th November. Dress: Mufti.

Field Day will be held on Sunday, 29th November, 1923. Particulars later.

ARMOURD CAR COMPANY.

The Miniature Range at Headquarters is at the disposal of the Armoured Car Company on Monday, 23rd November, at 5.30 p.m.

Monday, 23rd November, at 5.30 p.m. at Headquarters: N.C.O.'s for drill under Sergeant-Major Wright.

Drivers and Mobile Column in Miniature Range under Sergt. Hancock.

Armoured Car Drivers as detailed on Saturday, 21st, and Sunday, 22nd November. The 1-Ton Truck will be at the disposal of the Artillery Company.

Driver: Lieut. Col. Willmont. Wednesday, 25th November, at 5.45 p.m. at Headquarters: Gunner N.C.O.'s under Sergt. Hancock.

All ranks are reminded that a Field Day will take place in conjunction with the Engineers on Sunday, 29th November. Particulars later.

INFANTRY COMPANY.

MUSKETRY COURSE PART II.

Part II. Musketry Course will be fired at Stonecutters Range on Sunday, 22nd November, by Nos. 1, 2 and 3 Platoons. Range Officer: 2nd-Lieut. A. H. Penn. Launch will leave Murray Pier at 9 a.m. and call at Kowloon Pier at 9.10 a.m.

Dress: Uniform optional, but rifles, bayonets and pouches must be taken. Arms: Rifles and bayonets must be drawn from Headquarters on Friday, 20th November, between 10 a.m. and 12 noon, or 2 and 4 p.m., or 5 and 8 p.m., and on Saturday, 21st, and Sunday, 22nd November, between 9 a.m. and 1 p.m.

This is the last opportunity for all members of the above Platoons who have not yet fired Part II. to attend.

No. 1 Platoon: Parade at Corps Headquarters at 5.30 p.m. on Monday, 23rd November. Dress: Mufti.

1 and 3 Sections: (Rifle Sections) for Musketry Instructions.

2 and 4 Sections: (Lewis Gun Sections) for Lewis Gun Practice.

No. 2 Platoon: Full strength parade on Monday, 23rd November.

Rifle Sections at 5.30 p.m. at Headquarters under Sergt. V. C. Branson, M.C., extended order drill.

Lewis Gun Sections at 5.30 p.m. at Kennedy Road Range under 2nd-Lieut. E. J. R. Mitchell and Corpl. B. S. Rogers.

Drums and Fife Band: Parades will be held at Headquarters on Wednesdays at 5.30 p.m. and on Fridays at 5 p.m. A few more recruits are wanted, including a base drummer. Applications should be sent early to 2nd-Lieut. E. J. R. Mitchell, c/o Bradley & Co., Ltd.

No. 3 Platoon: Full strength parade at Corps Headquarters at 5.30 p.m. on Monday, 23rd November. Dress: Mufti, equipment, rifle, belt and bayonet.

No. 4 Platoon: Full strength parade at Corps Headquarters at 5.30 p.m. on Wednesday, 25th November. Dress: Mufti.

SCOTTISH COMPANY.

No. 5 Platoon will parade at Taikoo Dockyard Offices at 5.15 p.m. on Monday, 23rd November, for Squad Drill without Arms.

Nos. 6 and 7 Platoons will not parade for the week ending 28th November.

St. Andrew's Ball.—It is hoped that all members of the Company attending the Ball will do so in Kilts.

Pipe Band will parade at Corps Headquarters on Monday, 23rd November, at 6 p.m.

Reel Club will meet for practice as detailed by Pte R. O. Sutherland.

CHURCH PARADE.

A full strength parade will be held on Sunday, 29th November, which all members of the Company including Reserves should attend.

Parade at Corps Headquarters 10.30 a.m.

(Continued on next Column).

WORLD TELEGRAPHIC RATES PROPOSALS OF THE TARIFF COMMISSION.

The special tariff commission of the International Telegraph Conference at its final meeting in Paris last month, is understood to have decided to make the following recommendations to the conference:—

In the case of European traffic, the maximum terminal charges will be raised from nine centimes to 12 centimes (gold). With regard to transit charges, the maximum will remain fixed at seven centimes (gold) for Great Britain, France, Germany, Spain, and Italy. In the case of smaller countries, the permitted maximum will be raised from three and a half to seven centimes.

If these recommendations are carried out, it will mean that France, Germany, and Italy will raise their tariffs, because at the moment the service in those countries is being carried on at a loss. But it is almost certain that the cost of telegrams booked in Great Britain will remain unaltered.

The recommendations in respect of extra-European traffic are that all countries outside Europe shall be at liberty to fix their own maximum rates. On the other hand, telegrams handed in in Europe for countries outside will be subject to an increase of five centimes in the maximum rates.

"CODING."

The Commission on Codes decided, at the instance of the British delegates, to reject a proposal for a 50 per cent. increase on all charges. They make the following suggestions:—

The present maximum of 15 letters for a single word in messages in "clear" will be maintained, as also the right of each country to select which of the eight principal languages of Europe it wishes to be officially accepted as "clear." With regard to messages in cipher, the present maxima are ten letters for a pronounceable word and five letters for all other words written in letters or figures. The proposal is that the new universal maximum shall be five letters, but it has not yet been decided whether the charges shall be altered. Lastly, a very important innovation is proposed in what is known as "group" language. If approved, this will mean that a number of separate words may be run together and sent as one word—for example, "I will go," instead of "I will go." This, it must be pointed out, would largely enable codes to be dispensed with.

The conference, the first for 14 years, is pronounced by those who have taken part in it to be a great success, and its work will be continued at the Wireless Conference, which is to meet in Washington next year.

Dress: Spats, diced hose, flashes, kilts, sporran, tunic and glengarry, belt with frog and side arm.

BOWLS.

A match has been arranged between Kowloon Bowling Green Club and the Scottish Company to take place on Saturday afternoon, 24th December, 1923.

RANGES.

Ranges have been allotted as follows:—Stonecutters: Sunday, 22nd November. Nos. 1, 2 and 3 Platoons; Sunday, 23rd November. Casuals for all Platoons.

Miniature: Monday, 23rd November. Armoured Car Company; Thursday, 26th November, Engineer Company.

Kennedy Road: Monday, 23rd November, No. 2 Platoon.

Part II.

PROMOTIONS.

The following promotions will take effect from 18.11.23:—

ARTILLERY COMPANY.

No. 801 L/Bdr. C. W. Langley to be Acting Bdr.

No. 1 PLATOON.

No. 543 Corpl. H. Owen-Hughes to be Platoon Sergeant.

No. 555 L/Cpl. J. R. Collis to be Corporal.

No. 559 L/Cpl. L. P. Ralph to be Corporal.

STRENGTH.

The following are taken on the strength, as from 12.11.23 and posted to the Reserve Company (Scottish Section):

No. 1003 Pte. J. Smith.

No. 1004 Pte. J. M. Jack.

TRANSFER.

No. 801 Pte. C. T. Evans is permitted to transfer from Medical Section to Infantry Company Drum and Fife Band.

REVERSION.

No. 851 Sergeant H. K. Prosser, No. 1 Platoon, is permitted to revert to the rank of Private at his own request, as from 18.11.23.

LEAVE.

Captain H. B. L. Dowling, Mounted Infantry Company, is granted extension of leave to 20.11.23.

No. 289 Gr. L. A. R. Duncan, Artillery Company, is granted 9 months' leave from 14.11.23 to 13.8.24.

No. 963 Spr. A. H. George, Engineer Company, is granted leave from 12.11.23 to 31.12.23.

RESIGNATIONS.

No. 724 Spr. J. Key and No. 310 Spr. V. G. Kettle, Engineer Company, are permitted to resign from the Corps, as from 17.11.23.

F. N. Yow, 2/Lt., Asst. Adjutant, H.V.D. Corps, Hongkong, November 20th, 1923.

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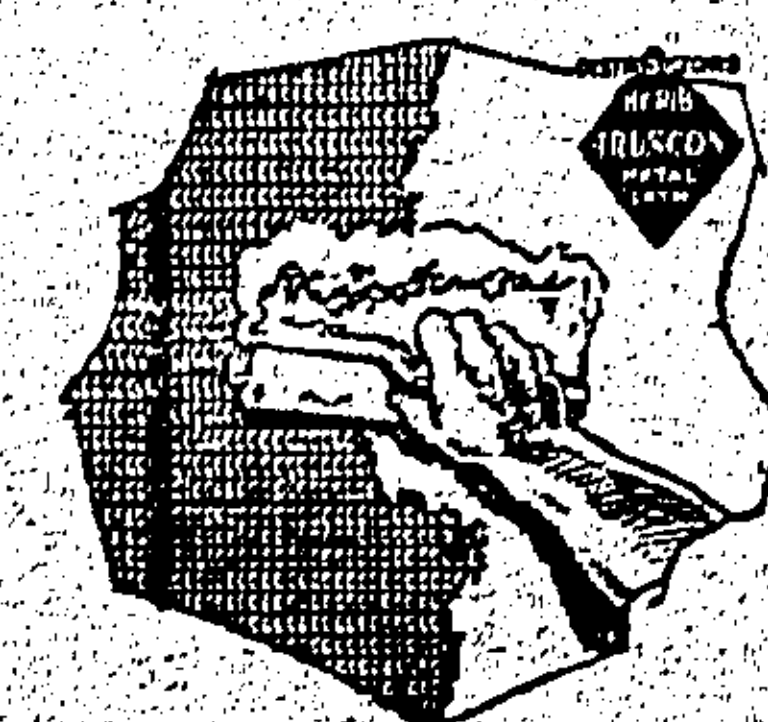
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THE FOOD PROBLEM IN JAPAN. THE CURSE OF RICE. DIFFICULTIES ATTENDANT ON A SPECIALISED CROP.

Discussing Japan's food problem in the current number of the "Huo Kuo" ("Central Review"), Mr. Nakazawa Benjiro, a well known authority on the subject, remarks:—

Rice is, on the whole, a product peculiar to the Orient, and not a universal crop like wheat, which is grown everywhere. Nor is the demand for the cereal so widespread as that for wheat; it is limited to the greater part of the Orient and a section of the inhabitants of the rest of the globe. As for Japanese rice, the staple food of the Japanese people, the supply and demand are still more limited. In a word, Japanese rice is the food of the Japanese; it is not in favour even with rice-producing nations other than Japan, and its supply is also practically limited to Japan. As rice in general is not in universal demand, so is Japanese rice, in particular more limited in demand. This is what makes the food problem of the nation of peculiar difficulty, especially as even in this age of advanced science rice is still a crop which is largely dependent on the weather and about the cultivation of which there is much that is beyond human control. It is true that rice has some advantages over (say) wheat. For instance, it has about twice as much heat capacity as wheat produced in the same area of land; and in the cultivation of it, use can be made of such natural advantages as cannot be availed of in the growing of wheat, etc., such being the utilisation of nitrogen in the air through the operation of lighting in summer and of organic and inorganic matter in the water in which the plant is grown. But these advantages are counterbalanced by various drawbacks. In the first place, as it is not a universal foodstuff, as already pointed out, supplies cannot be obtained from every corner of the world, and a surplus in production in one place cannot be readily disposed of elsewhere. It is, moreover, an annual plant, and the period during which the crop can be kept in stock with advantage is limited to one year. So foreign rice has been imported through an alarm caused by a bad crop one year may prove a great nuisance the next because of the exceptional abundance of the ensuing harvest. Japanese rice is thus apt to cause difficulties both when the crop is unusually bad and when it is unusually good. In former times there were occasions when thousands of bags of rice had to be sunk off Yedo in order to keep up the price of rice, while on others the lord of a castle had to send in his resignation because of the malodorous manner in which he met the extraordinary situation produced by a lean harvest. More recently the Okuma Ministry was placed in difficulties by a good harvest over the question of how to keep up the price of rice, and the famous rice riots were precipitated because the price of rice, which went up in consequence of a bad crop.

RESTRICTIONS ON BREWING.

What makes the rice problem of this nation the more difficult of solution is that the Japanese have an almost superstitious faith in Japanese rice, and however high the price of rice may go, they still eat Japanese rice if they can possibly get it, so that attempts at solving the problem by means of foreign rice are of no great avail. The first food policy to be adopted in these circumstances will be for the Government to see that the rice crop is assured and increased by adopting more advanced agricultural methods and reclaiming more land for the cultivation of the plant; and whenever there is a shortage in the supply of rice, the use of Japanese rice for accessory foods such as cakes, etc., and for the brewing of sake (for which 4,000,000 koku is now annually consumed) should be strictly forbidden, foreign rice being substituted for it in these uses. Such measures may perhaps meet with some opposition from the brewers concerned, but surely the science of brewing is so far advanced that the substitution can make no great difference to the quality of the product. In fact, it is not improbable that some of them are already secretly using foreign rice in their brewing operations. So no regard need be paid to such opposition as may be raised by them merely for show's sake and with ulterior objects to serve. Indeed the authorities may go the length of restricting brewing for a suitable period, if need be.

HOPELESSNESS OF INCREASING CROP.

In the meantime, steps should be taken to divert the people's liking for rice as another means of solving the food problem. The total area of the country is 3,874,000 cho (1 cho is approximately equal to 1 hectare), of which only 13 per cent or 5,000,000 cho is under cultivation, about one-half of this being rice fields, while the land that admits of further reclamation is estimated at less than 2,000,000 cho of which only 770,000 cho is believed to be capable of being made into rice fields. This fact alone is sufficient to show that an end will be put sooner or later to the country's reclamation policy. There is also another reason for which a great increase in the production of rice through an addition to the area under this crop cannot be expected; for while land is annually reclaimed to extent of from 30,000 to 25,000 cho, about 30,000 cho is being annually lost to cultivation, some of it being used as sites for dwelling houses and factories and for the construction of roads, railways, canals, etc., and some getting barren.

JAPAN NO RICE COUNTRY.

Japan has been known as *Mikado-no-Kuni* (Land of Miraculous Ears of Corn), and people are apt to be misled by the name into the belief that Japan is a country where there ought to be no deficiency in rice when due effort is made to increase the crop. Nothing is more dangerous than such false security to those who want to find a proper solution to the food problem of the nation. The fact is that since the year 1897 the country has constantly suffered from a shortage of rice, the annual shortage ranging between one million and ten million koku. In point of quantity, too, Japan (including Korea and Formosa) produces only 72,200,000 koku, that is, no more than 11 per cent of the total output of rice in the world, 663,630,000 koku, of which 300,000,000 koku, that is, 45.4 per cent, is produced in China, despite the extremely rough-and-ready manner of cultivation pursued there. In productive technique, moreover, Japan falls far behind a country like Spain which is inhabited by a wheat-eating nation, for while the Spanish produce rice (hulled) to the extent 21 koku per hectare, we in Japan produce no more than 17.6 koku per hectare. On the other hand, the consumption of rice by the Japanese is about as great as in India and Africa, where they are on a lower level of civilisation, for while the consumption of rice per capita per annum is 1,290 koku in the Straits Settlements and 1,271 koku in French Guinea, it is 1,141 koku in Japan.

MISCHIEVOUS DUTY ON RICE.

Lastly, a few words may be added as to duty on rice and wheat. Whereas everything should be done to get foodstuffs which are essential to the living of the nation supplied as cheaply as possible, duty is as a rule imposed on imported cereals here in the belief that agricultural products are protected by such duty. As a matter of fact, the cultivation of rice is little protected by customs duty, the persons who are really so protected being the big landowners who are sellers of rice on a large scale. Not merely tenant-farmers but even farmers cultivating their own lands are aware that it will be to their advantage that the interest on the capital invested in land should be lowered, and materials required for production reduced in price rather than that duty be levied on cereals. This is proved among other things by the fact that agitations for the restoration or an increase of duty are started always by landowners and not by real farmers. Duty is required for the protection of producers, but the existing duty on cereals only adds to the burden of consumers without protecting producers in any way. It is thus obviously a duty that has no meaning and had best be discontinued as soon as possible.—*Japan Chronicle*.

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Messrs. Carroll Bros. are in receipt of a cable from Singapore, advising that the rubber market is excited and quoting the following sales to Hongkong:—

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Jimahs	3.65
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MR. LLOYD GEORGE AND CHINA: WHO IS TO BE CHINA'S "GUIDE, PHILOSOPHER" AND FRIEND?"

In a syndicated article recently written by the Rt. Hon. D. Lloyd George and published apparently in the United States, and Australia as well as in Great Britain and Ireland, he thus expatiates on a subject he has obviously very inadequately studied:—

Whilst European countries are primarily concerned about the negotiations over a Pact which affects their own frontiers, they appear for the moment to have entirely overlooked their interests in the Far East, which are being seriously implicated by events in China.

The other day I received from the Minister of Foreign Affairs of the Republic of China, Nationalist Government at Canton, a revealing communication which may interest my readers. He had evidently done me the honour of reading an article written by me some weeks ago on the Chinese situation. Hence this letter.

I take the liberty of writing to you in reply to some of the remarks you made to the United Press of America in an interview on June 29th last, re the present China crisis.

From your statement I learn with satisfaction that the British cannot find fault with China for wishing to realise her nationalist ideals, British being herself, you contend, the traditional upholder of the national sentiment. You remind the world that Great Britain and America should be just to movement in China as being one towards national freedom and self-respect and that the conditions of the workers in China have in fact aroused the sympathy of workers in other lands, indicating your profound knowledge of Chinese affairs.

As to your fears of a new peril arising in the East, of Chinese hatred of foreigners, you will permit me to assure you that no new peril is likely to arise if equitable relations with China are established. The presumption of our hatred for foreigners is groundless, by reason of the fact that we receive and treat in a very friendly spirit the nationals whose Governments have abolished all unequal Treaties and replaced these by new ones based on justice, equity, and mutual respect. As a civilised nation, we demand the cancellation of unequal Treaties, the rendition of the concessions, and the abolition of other unjust agreements wrung from the effete Manchu Dynasty which ruled over this country until it was overthrown in 1911.

The Kuomintang party admits its leadership in the nationalist movement of China, and in the work of arousing the people's nationalist sentiments. "What we Chinese no expect and will be satisfied with, as you have said, justice from the Christian nations, and we heartily echo with you the advice you give to the Imperialist Powers to "Be just and fear not," for only righteousness exalteth a nation. In conclusion, permit me, Sir, to express my heartiest thanks to you for your courageous statement, which the people of China consider as a censure of the gunboat and machine-gun policy of your Tory Government.

(Signed) H. H. H. M. N.

GOOD EXAMPLE FROM U.S.

In view of the statements in this letter, it is interesting to note that while the British Government and the other Governments concerned appear to be dallying in respect of Chinese matters, and have taken no step forward since the crisis in the early summer, the Government of the United States appears to be setting us a good example in its eagerness to arrive at a just settlement with the Chinese.

So convinced are they of the necessity for coming to a complete understanding in the near future, that if Britain and the other Powers concerned are not prepared to come together at once to discuss matters the United States, we are told, will ease their consciences on the point of relations with China, and for their part will make their position *vis-à-vis* China clear and unequivocal.

They recognise, apparently, the justice of the Chinese claim regarding a revision of commercial treaties, and are willing to concede liberally upon this as upon the question of extra-territorial rights. A policy of this kind cannot fail to have a good effect upon the Chinese, who have had but too good reason for believing in the desire of the West to exploit them, and in thinking that in doing so they hold the national self-respect of the Chinese in contempt.

WHICH HAND?

I trust America is now in one of those exalted moods which she has displayed more than once in world affairs, when business must take a secondary place to justice and fair dealing.

If the other nations concerned will but follow the lead she has given, the position in China may in all probability be straightened out, and peace may once more reign in China as a result of good will there towards the nations of the West.

If the Governments of the West do not strive with all their might to bring this about, there is no knowing in what direction China will travel. Russia is there, working and watching, with all her knowledge of the East and of the West. China is stretching out to realise herself. Who is going to be her guide, philosopher and friend—Russia or ourselves?

That hackneyed phrase, "East is East and West is West, and never the twain shall meet," is out of date. It is typical of the wrong thinking and tactlessness which the West has employed in dealing with the peoples of the East. East and West must eventually grasp hands, and the question at the moment is which hand will China grasp?

HONGKONG STOCK EXCHANGE.

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NOVEMBER 19TH, 1925.	
Hongkong Bank	\$1,110 sel.
Do.	2,135 nom.
Chartered Bank	230 nom.
Mercantile Bank, A. & B.	229 nom.
Do.	218 nom.
P. & O. Bank	224 nom.
East Asia Bank	\$85 nom.
Canton Insurance	\$800 nom.
China Underwriters	\$1 nom.
North China Insurance	Ts. 140 nom.
Union Insurance	\$140 buy.
Yonghe Insurance	\$35 buy.
China Fire Insurance	\$180 nom.
Hongkong Fire Insurance	\$600 sellers
Dongasas	\$40 nom.
H.K. U. & M. Steamboats	\$194 buy.
Hongkong Tugs	\$4 sel.
Indo-China (Ref.)	\$38 nom.
Do.	(Def.) London \$70 nom.
Do.	Hongkong \$70 nom.
Shell Transport	\$2 1/2 buy.
Star Ferry	\$59 nom.
Waterboats	\$10 buy.
Oriental Navigations	\$250 nom.
China Sugars	\$36 sel.
Malayan Sugars	\$48 nom.
Belguets	\$3 nom.
Kailan Mining Ad.	\$1 nom.
Langkats (combined)	Ts. 314 buy.
Do.	Ts. 18 buy.
Shanghai Explorations	Ts. 5 nom.
Shanghai Loans	Ts. 8 nom.
Rauhe	\$3 buy.
Tromah Mines	\$67 buy.
Ural Caspians	\$7 nom.
H.K. & K. Wharfs	\$155 sel.
H.K. & W. Docks	Ts. 60 buy.
Bangkows	Ts. 118 buy.
Shanghai Docks	Ts. 18 buy.
Amusements	\$10 buy.
H.K. & S. Hotels (old)	\$9 sel.
Hongkong Lands	\$68 nom.
Hongkong Realty (p.p.)	\$35 nom.
H.K. Territorials (p.p.)	\$6 sel.
Humphreys Estates	\$6 nom.
Prind Buildings	\$150 nom.
Rural Lands	\$7 sel.
Swo Cottons	Ts. 9 buy.
Oriental	Ts. 8 buy.
Shanghai Cottons (old)	Ts. 53 buy.
Do.	(new) Ts. 27 buy.
Canton Ices	\$71 sel.
Cements (combined)	\$16 sel.
Do.	(old) \$13 nom.
Do.	(new) \$13 buy.
China Buses	Ts. 104 buy.
China Lights (combined)	\$24 sel.
Do.	(old) \$16 nom.
Do.	(new) \$13 nom.
China Providents (comb.)	\$34 nom.
Do.	(old) \$34 sel.
Do.	(new) \$34 sel.
Constructions	\$2 nom.
Dairy Farms	\$19 sel.
Der A Wing (p.p.)	\$10 nom.
Do.	(p.p.)
Hongkong Electric	\$5 sel.
Macao Electric	\$40 nom.
H.K. Developments	\$30 cts. buy.
H.K. Ropes (combined)	\$40 nom.
Do.	(old) \$194 nom.
Do.	(new) \$34 nom.
Hongkong Tramways	\$3 nom.
Lane Crawford	\$12 nom.
Macintosh	\$214 nom.
Peak Tram (old)	\$15.10 buy.
Do.	(new) \$15.10 buy.
Sinceres	\$11 sel.
Tanis	\$20 nom.
United Asbestos	\$20 nom.
Wacans (old)	\$16 sel.
Do.	(new) \$16 sel.
Wm. Powells	\$14 sel.

buy—buyers; sel.—sellers; sa.—sales; nom.—nominal.

BANK OF FRANCE.

NO FOREIGN CONTROL.

It cannot be doubted that for some time past there has been some speculation on the Bourse in shares of the Bank of France. The fear has been expressed that foreigners aim at securing control of the Bank of France, but this, says the Paris correspondent of a London paper, is absurd. The statutes of the Bank of France were drawn up under the Consulate by skilled bankers and lawyers. Neither foreigner nor Frenchman can lay hands on the Bank of France. Foreigners can buy freely the shares of the bank in the market, but the possession of these shares gives them no power to use the slightest influence on the management of the bank, for they have no right to be present at the meetings of the shareholders. No one can attend the general meeting of shareholders of the Bank of France unless he enjoys the rights of French citizenship. The Bank of France is "probably the only joint stock company in France where, in order to enter the general meeting, it is necessary to be not only French, but also a French citizen. It is urged that a foreigner might secure a vote by proxy, but, according to the statutes, every member of the general meeting has but one vote, no matter the number of his shares. This attack against foreign speculation is therefore groundless.

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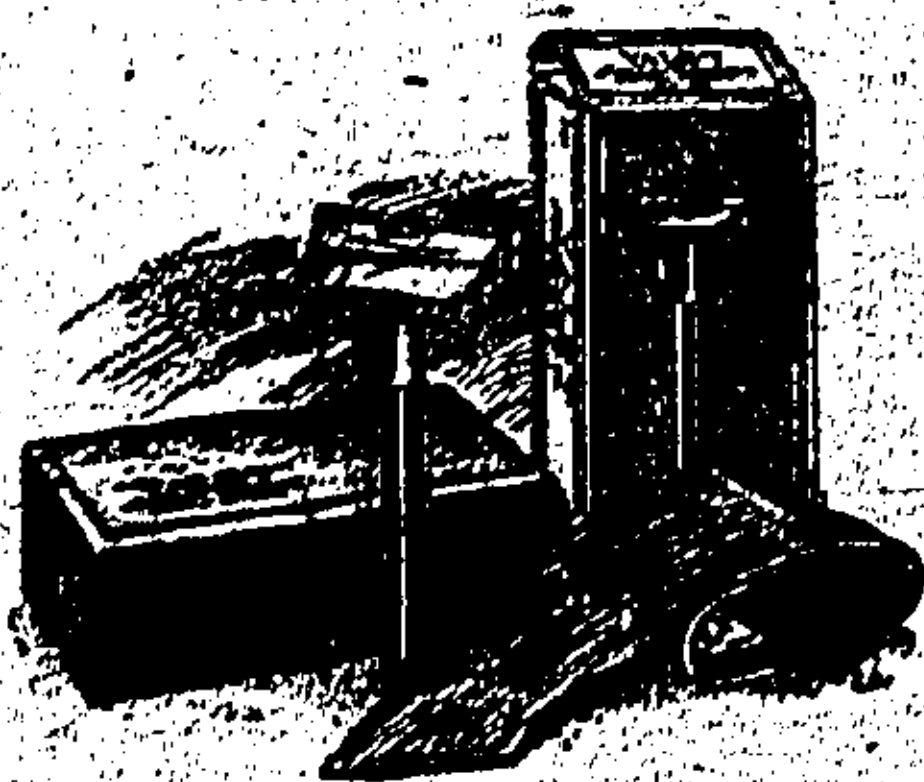
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BUS ACCIDENT ENQUIRY.
VERDICT OF "DEATH BY MISADVENTURE."

JURY CENSURE MR. BARRATT.

The enquiry into the circumstances surrounding the death of 13 year old Bessie MacKay, who died as a result of injuries sustained in a bus accident at Kowloon, was concluded before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday afternoon.

The Jury comprised: Messrs. D. A. Goodwin (foreman), R. H. Short and Ho Leung.

When the enquiry was resumed a clerk produced the log book referred to by Mr. P. J. Condon, Assistant Superintendent of the Fire Brigade, Hongkong, at the previous hearing.

Dr. Patterson, recalled, said that Dr. Craig telephoned the Victoria Hospital for a bed.

Mr. Hamilton: What were you expecting?—A simple case of fracture of the ribs.

You gave that message to the Sister?—Yes.

Do you know if Mrs. MacKay had left the Hospital before you made an examination of the child?—Yes, she had.

When you had completed your examination did you telephone directly?—Yes.

Mrs. MacKay was naturally very much upset?—Yes; she was hysterical and was very upset.

Mrs. MacKay was then questioned by the Coroner.

Mr. Hamilton: There seems to have been some misunderstanding with regard to what happened at the Hospital, so will you please answer my questions.

You left the Hospital in the motor ambulance?—Yes. But I went there with the express purpose of staying.

Do you know whether before you left the Hospital Dr. Patterson had seen the girl?—He had not made his examination.

You then asked if you could remain?—Yes. I asked the Sister, and she said "Don't talk to me about spare beds. We have not got one in the Hospital."

You did not know at that time that the Hospital authorities had been informed that the case was an ordinary case of fractured ribs?—No.

You were told that there was no room in the Hospital for you?—Yes. The Police Sergeant told me I must go at once with him as the ambulance could not wait.

Witness said that when she returned home a friend who was waiting told her that a message had been received to the effect that she must return immediately. She immediately did so.

The Coroner said that it seemed that a telephone message was sent saying the case was serious, and then someone else telephoned saying that it was a case of broken ribs, which was not considered dangerous.

Mr. Hamilton (to Mrs. MacKay): When you returned to the Hospital was everything done to make you comfortable?—Yes. I was provided with a comfortable arm-chair.

Sister A. Warner, of the Victoria Hospital, said that at the time the Hospital was full. In regard to the Bessie MacKay case she at the time was expecting a woman with broken ribs. She did not expect a dangerous case. She asked Mrs. MacKay whether she was going to stop, and she told Mrs. MacKay, in answer to a question, that the case was one of broken ribs. There was no question of a bed for Mrs. MacKay.

At the time Mrs. MacKay left, you were under the impression that the little girl's case was serious, but not dangerous?—Yes.

Mr. P. J. Condon deposed that on the night in question the ambulance was away at Mount Austin barracks on a case there. There was a chit book signed by Sergeant Coomber, East Surrey Regiment, to this effect, said that on the night of the 23rd he was informed of the accident, and proceeded along Leichikok Road to the scene. He found the motor bus overturned and in flames. He was informed that a young lady had been injured and had been taken away. He went to Sham Shui Po Police Station and Mr. Barratt, the driver of the motor cycle, and also the driver of the bus. He took their licenses from them and told them that they would be required at the Traffic Office at Yau-mai-tai the following day. He returned that the Fire Brigade had arrived. After the flames were extinguished he examined the vehicle and found that the handbrake was in the "on" position and was badly buckled. He also examined the roadway. This was the same spot where an accident occurred some time ago, and the Jury put forward a rider that the roadway should be widened.

The Coroner: Do you consider, as a driver of experience, that it is safe to overtake a bus when another bus is coming to meet you about 80 yards away?—It would be perfectly safe. But it requires judgment.

Suppose you were driving a bus on the road, within three feet of the edge, and something hit your front wheel, could you keep yourself from going off the road?—If my steering gear was in order, yes; but I don't think I could with a Ford. With a Ford the steering wheel would come clean out of a man's hand.

Sergeant R. W. Smith who gave evidence as to making an examination of the road, said that there was no test for anyone who wanted a motor cycle licence, but as regards a car licence there was.

Inspector Kent, questioned by the Coroner, said that anyone over 18 years could get a licence without undergoing a test. As regards licences for cars, lorries, etc., a very strict test was set. His opinion was that there should be some sort of test.

THE CORONER'S SUMMING UP.

The Coroner, in summing up, said that it was the duty of the Jury to return a verdict in the matter of the death of Bessie MacKay, which would be, of course, in accordance with the medical evidence as to the actual cause of death.

It was for them to say whether the occurrence warranted them in returning a verdict of manslaughter against any of the parties. It was possible for them to arrive at such a verdict if they were of the opinion that the accident was caused by the gross negligence of any person. That was to say it must be more than trifling carelessness. It must be that such person had shown absolute disregard of all ordinary standards of safety.

It was possible for them, if they did not consider the charge amounted to manslaughter, to give a verdict of death by misadventure, or accidental death and at the same time censure, or severely censure any of the parties concerned. Or, if they did not think that anyone was to blame they could bring in a verdict of accidental death.

When they did return their verdict it was within their power to put in riders, touching on outside points which they thought would be of public interest. For instance, there was the point raised about the examination of motor-cyclists before licenses were issued. They could also set down on paper whether they thought there was any slackness or incompetency at the Victoria Hospital, or in the two Fire Stations. They could censure these parties if they thought they were to blame.

If they thought that the road in question needed widening it was open to them to bring in a rider to that effect.

He thought they would recollect that the evidence as to what happened in the accident was unanimous. Everyone seemed to agree. Mr. Barratt's evidence was given very frankly, and one point was that there were no swerve marks on the road. Another point was that Sgt. Hallam, who had driven for many years and was an expert, had told them he would not hesitate to overtake a vehicle provided he had a clearance of about 80 to 100 yards. That might assist them as to whether Mr. Barratt's action in passing the bus in the circumstances was grossly negligent or not. He thought there remained little difficulty in finding the amount of his responsibilities. With regard to the question of the Hospital he thought they should bear in mind that in a case of this nature everyone was very highly wrought at the time. That it seemed to him, would explain the conversations which took place.

If they were not satisfied with what was done at the Hospital they should say so.

THE VERDICT.

The Jury retired for about half an hour, and then brought in the following verdict:—

"We find that the deceased, Bessie MacKay, died from shock and hemorrhage following multiple injuries. We find a verdict of death by misadventure. We censure Mr. Barratt for his erring judgment, but find no gross negligence. We consider it was a case of bad driving."

To this the following riders were added:—

"We are of the opinion that the Civilian ambulance should be relieved of the work of transporting Service cases by the provision by the Naval and Military authorities of their own ambulances."

"We suggest that motor-cyclists and cycle and side-car drivers should be examined before a licence is issued."

"We suggest that a spare crew should be in readiness, both in Kowloon and Hongkong, for the ambulances."

"We consider that the classes of buses used at present in Kowloon and district are unsuitable."

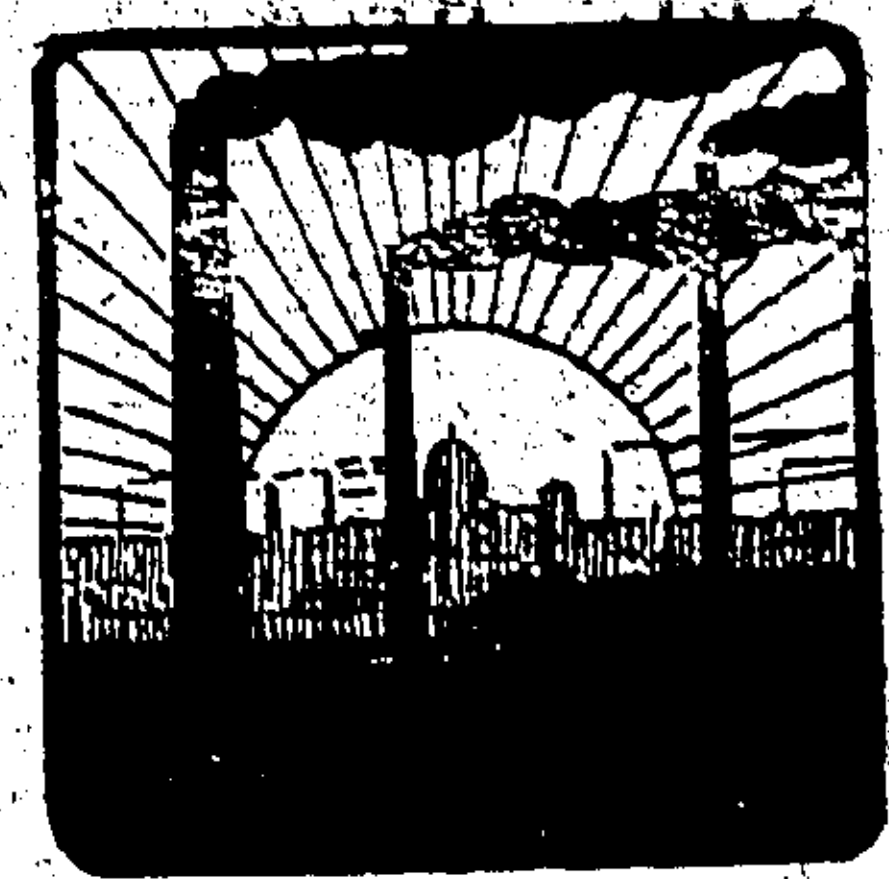
"We wish to state we are quite satisfied with the action of the authorities of the Victoria Hospital."

The Coroner said he concurred entirely with the verdict.

Mr. Barratt said it was his duty to inform him that the Jury had found there was no gross negligence against him. They, however, found that he had, in their opinion, been guilty of an error of judgment, and they censured him.

He would also inform Mr. Barratt that he understood that the Traffic Authorities agreed with the Jury and they were of the opinion that what had happened had probably been as much a punishment to him as anything.

He had not had a pleasant time. The Police would take no further action against him.

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ALLEGED CONSPIRACY.
CHINESE R.O. AND WINE DEALERS
IN COURT.

CHARGED WITH ATTEMPT TO
DEFAUD REVENUE.

At the Central Magistracy yesterday, before Mr. R. E. Lindell, a Chinese Revenue Officer and five local Chinese wine dealers were charged with conspiring to defraud the Revenue of liquor duties.

The wine dealers were further charged with making a false declaration in an attempt to defraud the revenue, and the Revenue Officer was also charged with aiding and abetting them in making the false declaration.

Mr. J. D. Lloyd (Superintendent of Imports and Exports) prosecuted and Mr. M. W. L. C. appeared for the defence of the Revenue Officer, while Mr. F. C. Hall represented the other defendants.

Mr. Lloyd in outlining his case said that since the end of 1922 there had been various attempts made to defraud the Revenue, both in the office and outside. This was the first time he had been able to bring one of the employees of the office before the court. On November 2nd, Mr. Fraser, his assistant, went over to where what had been landed across to where what was being weighed and on the Praya was being weighed and checked by the Chinese Revenue Officer charged. While watching the process, Mr. Fraser noticed that the defendant had made a mistake of 2 lbs. in weighing one jar, which should have been given as weighing 2 lbs. more than was actually called out. This occurred a second time, and Mr. Fraser pointed it out and had the figure corrected. He remained watching the operation for sometime and following his intervention the Chinese Revenue Officer gave the correct weight each time. Revenue Officer Powell, who was sitting inside the office at an open window, entering the weight of the jars as called out by the Chinese officer, noticed that while Mr. Fraser was there the weight of the jars had suddenly gone up by about 3 lbs. on the average of each. He then reported the matter to him (Mr. Lloyd) and he told Revenue Officer Powell to re-weigh samples of the consignment, one in twenty-five, this being the usual practice adopted in weighing jars of Chinese wine. The whole of the consignment was then re-sampled and it was found that on the average the jars were 2 or 3 lbs. heavier than those weighed by the Chinese Revenue Officer. The figures obtained by Revenue Officer Powell agreed with those obtained by Mr. Fraser in the morning. The figures given in the first place by the Chinese Revenue Officer worked out for the contents of a 20 catty jar, while those supplied on the re-weigh approximated to a 30 catty jar. The extra duty due to the Revenue, calculated on the whole of the wine landed for that particular day would have been \$223, but the extra duty payable in the case before the Court would have been about \$11. Therefore, the duty that would have escaped the Revenue in consignments like this would be considerable. Other jars from other consignments arriving by steamers from Macao were also weighed on November 2nd and the following day, Mr. Lloyd added, with a view to making a test of the weights. The weight given by the Chinese Revenue Officer had approximated to a 20 catty jar, which would contain about 34 gallons of wine; whereas imported wine was usually in 30 catty jars, which would contain nearer 40 gallons.

Mr. H. A. Taylor (Assistant Superintendent of Imports and Exports), said he had been in charge of the general supervision of the sampling of imported wines and the weighing of them for the past 12 years. In 1922 a new system with regard to this checking process was instituted. Describing the present system, witness said all imported wines landed on the Praya were brought to the Revenue Officers for examination, and from each consignment the officer took one jar in twenty-five. The full jar was weighed first and then the empty jar and by this means the weight of the contents was ascertained. An ordinary Chinese beam scale was employed for this purpose, the scale being specially graduated. The net weight of the contents of each jar was taken, as being the net weight of the contents of each jar. The sample jars were taken to the weighing shed and weighed by a Chinese Revenue Officer, who called out the weight shown on the balance. This was entered by a European Revenue Officer, while another Chinese Revenue Officer noted the weight on a special Chinese memo form. This memo form was presented with the permit to the shroff for payment of duty.

(Continued on next column.)

LOCAL SPORT.

FOOTBALL.

KOWLOON F.C. v. H.M.S. "TAMAR".
Kick-off, 4.15 p.m.:—
Kowloon:—Vickers; Wheeler and Reed; Turner, Sims and McKelvie; Taylor, Caville, Mason, Duncan and Hayes. Reserve: McBride.

KOWLOON RES. v. SURREY'S RES.
Kick-off, 2.45 p.m.:—
Kowloon Res.:—Rasmussen; Guest and Urquhart; Street, Brown and Pasco; Morris, Latham, Linaker, Fitzgerald and Eastman. Reserve: Vickers.

KOWLOON "B" v. RECREIO.
To be played at Sockunpoo "B" on Saturday. Kick-off, 2.45 p.m.:—
Kowloon "B":—Match: Spary and Bliss; White, Morrison and Haat; Duncan, Hedley, Miles, Nicolls and W. M. Mason. Reserves: Jordan, Ross and R. Nicholls.

H.K.F.C. v. POLICE.
To be played on the South China ground on Saturday:—
H.K.F.C.:—Roder; Summers and Bishop; Maid, Stewart and Watson; Brodie, Fomby, Howard, Johnstone and Key. Reserve: Stewart.

HOCKEY.

SUBMARINES v. H.K.H.C.

On the U.S.R.C. ground, Kowloon, on Wednesday evening the Hongkong Hockey Club vs. XI at the Submarines drew with one goal all.

Most of the attacking was done by the Club, but the Submarines defended well. They led by one goal, registered by Andrews in the first half. The Club succeeded in equalizing early in the second half, Woodward scoring a fine goal. Both sides struggled hard for the mastery, but no further goals were scored.

The teams were:—
Club:—P. W. F. Mills; D. H. Sherman, A. P. T. Farquharson; A. S. Hett, Lieut. P. G. Sillitoe, R.M., Ber. E. W. L. Martin; H. Owen Hughes, A. S. Exell, W. Woodward, B. D. Evans, T. J. Price.

Submarines:—Hopkins; Lieut. Emley, Simpson; Lieut. King, Lieut. Simpson, Lieut. Broome; Armstrong, Lieut. Slade, Lieut. Majendie, Lieut. Andrews, Lieut. Garwood.

HARBOUR MISHAP.

LAUNCH AND JUNK COLLIDE.

Early yesterday morning a collision occurred in the Harbour between the Harbour Department launch, No. 2, and an unknown junk.

The launch was proceeding from Yau-mai-tai to West Point, and collided with a large sailing junk going in the same direction. Three stanchions and the awning spreaders on the launch were broken. The junk sailed away, and its occupants did not wait to investigate the extent of the damage.

Mr. Taylor went on to give evidence regarding the difference in Chinese wine jars and the amount of wine they would usually contain.

In answer to Mr. Hall, witness said that importers would fill up the No. 1 form and guess the amount of their consignment from the amount given on the invoice they received. So far as he knew, importers had not been asked by Revenue Officers to calculate that each large jar contained 34 gallons. The large jars, (30 catty jars) contained near 40 gallons.

Mr. Fraser (Assistant Superintendent of Imports and Exports) also gave evidence in support of Mr. Lloyd's statement as to watching the weighing and checking process of the wine being carried out. When the Chinese Revenue Officer who was weighing the jars called out 51 lbs. the scale registered three sub-divisions above 50 lbs. When questioned the man said the reading was correct. Witness noticed the defendant make another mistake in the reading and then proceeded to weigh the samples himself and found those that he weighed approximated 5 lbs. more than those weighed by the defendant. The contents of the whole of the jars as weighed by the Chinese Revenue Officer worked out at 171.0 gallons, on which \$102.06 duty would be due. On the re-weigh the contents approximated 190.5 gallons, on which \$114.33 would be due.

At this stage of the proceedings, His Worship adjourned further hearing of the case until next Thursday afternoon.

THE HONGKONG-CANTON
SITUATION.

POSITION EASIER.

IMPROVEMENT IN THE RIVER
TRAFFIC.

During the past few days the position as regards the river traffic between Canton and Hongkong has been easier and, considerable improvement has been noted.

Passengers are now travelling without hindrance or interference on the part of strike pickets.

Travellers to Canton now experience no difficulty on arrival in obtaining facilities for landing. Until quite recently it was practically impossible to procure sampans in order to land, except by paying exorbitant "squeeze." Now the sampan people appear to be willing to risk any displeasure of the strike pickets and convey passengers from the steamers to the shore without demur and at a more or less legal fare for transit. Further, the extraction of "squeeze" on their part appears to have vanished.

Further, it is satisfactory to note that the steamers have for the last two or three days been bringing a larger number of passengers to Hongkong from Canton than they have done since the strike began. Many of these travellers include "strikers" anxious to return to work, and there appears every reason to expect a daily increase in passenger traffic.

Another encouraging indication of improvement in the position in connection with the Hongkong-Canton river service is that not only are the pickets refraining from interfering with passengers arriving at Canton by the steamers, but they have now ceased to molest people wishing to embark for Hongkong.

No passengers are now being over-carried, as had been the case up to the last few days. So far the *Honam* has shown the largest increase in the number of travellers brought here from Canton. This week she has carried a great number than in any week since the trouble began. The *Pachan*, also, continues to maintain a fair average both on the up and down runs.

THE DELEGATES.

This afternoon, the representatives of the four leading Chinese Commercial Guilds of Canton are expected to arrive for a conference between them and the Hongkong Chambers of Commerce and leading local merchants to consider the possibilities of re-establishing normal trade relations between Canton and Hongkong. The delegates number 18 and will be representative of Canton's commercial interests, and include two representatives from the strike executive.

THE CAMPAIGN IN THE SOUTH.
ANTI-REDS GROWING TIRED OF
FIGHTING.

[FROM OUR CHINESE CORRESPONDENT.]

A Red communiqué regarding the progress of the Kuomintang army in the southern districts of Kwangtung, reports the surrender of two brigades formerly serving under General Chan Kwang Ming. The commanders of these two brigades, with the men under them, will be incorporated in the Red army. The communiqué adds that, according to the opinion of Chen Meng Shu, the divisional commander in charge of the Southern Kwangtung campaign, the anti-Reds are not showing any sign of a fighting spirit. He thinks the military operations will come to an end shortly.

OIL SUPPLIES IN WUCHOW.

Residents of Wuchow are complaining about the oil monopoly established by the Kuomintang. There is a considerable shortage of oil fuel, and the Kuomintang cannot get supplies with the result that many motor boats are now unable to operate.

SUPERSTITION AND
REPUBLICANISM.

Kuomintang clubs are being formed in a good many villages, and the red flag is being prominently displayed, but it is interesting to note that the club members cannot cast aside their old superstitions even when embracing the most up-to-date forms of Republicanism. A club was recently organized at Taotung in the Hoiping district, but the members insisted upon slaughtering a rooster in the old fashioned style before swearing allegiance to the party of the late Dr. Sun Yat Sen. After the rooster had been killed with all the ancient rites the remainder of the programme was carried through satisfactorily including a theatrical performance to which the villagers for miles around were invited.

CROP PROSPECTS.

The drought in Northern Kwangtung is fast destroying the young crops, according to reports reaching Canton. It is considered that the farmers will be extremely poor now if they are able to gather in the crop of the harvest that was expected a short while ago.

JAPANESE DELEGATES IN
HONGKONG.
TO STUDY SOUTH CHINA
CONDITIONS.

Arriving in the Colony by the *s.s. Hoken Maru* yesterday afternoon was a party of six Japanese delegates, accompanied by a secretary. They have come for the purpose of obtaining an insight into the conditions prevailing in South China.

They were welcomed on arrival by the Japanese Consul-General (Mr. S. Takahashi).

The delegates travelled to Hongkong from Japan via Formosa, Amoy and Swatow. It was learned on enquiry yesterday, that their intention is to visit Canton, if conditions are favourable to this being done, so that they may study the spot conditions in that City. No definite arrangements, however, had been made up to yesterday afternoon. The members of the delegation were to be entertained at a Chinese restaurant last night by the members of the Japanese community in Hongkong, and it was expected that definite decisions regarding the Canton trip would be formed after this opportunity had been taken of learning local views on the subject. It was indicated, however, that no conference with the Chinese authorities at Canton had been contemplated by the delegation.

A PIANO PRODIGY.

FORTHCOMING RECITAL AT THE
CITY HALL.

Mischa Wigdorick, who is only six years of age, will give a pianoforte recital at the City Hall on Monday next. He will offer examples of the work of Beethoven, Burgmuller and Kublan and those who have heard this youngster play promise a musical treat. Mischa Levitzky, who was recently in Hongkong, spoke very highly of his ability and forecasted a very brilliant future for him.

Mrs. S. Collett and Mr. H. Edwin Gardner will contribute songs to the programme. Tickets for the concert may be obtained at Anderson's.

THE ITALIAN OPERA CO.

The Italian Opera Co. were unable to present "La Boheme" at the Theatre Royal last night, owing to Mme. Laura being indisposed. This was to have been Mme. Laura's benefit night.

This evening they will present "La Tosca" with Signorina Lyda Betti in the title role. This is probably Signorina Betti's most successful part and the one in which she has achieved her greatest triumph. In the dramatic second Act, where she kills the Chief of Police who has made her honour the price of her lover's release from torture, she plays with a realism that can be equalled by only a few of the leading operatic singers. And then her beautiful rendering of the pathetic lament "Vissi d'arte" is worth going a long way to hear. Last evening the Company gave "La Boheme" as a benefit for Mme. Amelia Laura. This evening's performance will be Signorina Lyda Betti's "benefit."

ELDERLY CHINESE ASSAULTED.

INDIAN CONSTABLE SENT TO
PRISON.

For misconducting himself as a Police officer, and for assaulting an elderly Chinese at No. 112, Aplui Street, Sham Shui Po, on the night of the 18th inst., an Indian constable charged before Mr. E. W. Hamilton at the Kowloon Magistrate's Court yesterday, was fined \$25, or a month's imprisonment on the first charge, and on the second was sentenced to two months' imprisonment with hard labour. The evidence was to the effect that the constable entered the house in Aplui Street saying that he was searching for opium, and when an old Chinese raised an objection the constable struck the man on the head with a stick. The house was not on the Indian's beat.

SWATOW CUSTOMS.

REDS NOT TO TAKE THEM OVER.

On enquiry at the Naval Secretary's office yesterday morning, a *Daily Press* reporter was informed that there was no truth in the rumour that the Reds had, or were about to take over the Chinese Maritime Customs at Swatow. No further incidents of any kind had been reported.

WEATHER REPORT.

The Royal Observatory issued the following report at 4.05 last evening:—The anticyclone over China has increased slightly in intensity. A fresh monsoon will continue along the Coast and over the Northern China Sea. Local forecasts: N.E. winds fresh cloudy drizzle or mist.

CRIMINAL SESSIONS.

[BEFORE THE CHIEF JUSTICE (SIR HENRY GOLDSMITH).]

A SERIES OF ROBBERIES.

The Criminal Sessions opened yesterday.

A Chinese, named Mok Kan, was arraigned on three counts of larceny, and with having returned from banishment without permission.

The Crown Solicitor (Mr. H. K. Holmes), outlining the case, said that defendant's first victim was a person residing at the Chinese Y.M.C.A. in Bridges Street. On the 14th September while he was out, defendant asked for him, and was taken to his room and left there. He packed up all he could find and left. Arrested on October 5th he admitted to the police that he had stolen the articles, and that he had taken them to several pawnshops, at which establishments most of the stolen property was recovered.

Continuing, Mr. Holmes said, that prisoner had also pleaded guilty to the second charge. On September 14th he entered a dwelling house in the Colony, and stole a jacket, a pair of links, a fountain pen, and \$3 in money.

AN INNOCENT RUDE.

On October 3rd he stole three trunks and a basket, some baggage, owned by a Japanese, had been sent down to the praya to be put on board a sampan. There was no sampan available at the time, and the baggage, therefore, was left on the praya in charge of a woman. Defendant accosted her with the request that she should go to the Post Office to buy some stamps for him. She replied that she had charge of the baggage, and he said he would look after it until she returned. After a little persuasion she acceded to his request. On her return she found that four of the five packages were missing, defendant having got away with them in quick time.

With regard to the fourth charge of having returned from banishment, Mr. Holmes said that accused was banished for ten years on June 18th, 1923. Prisoner admitted that he was a banished, but pleaded that he needed money, and sought an opportunity to earn some. On the first charge he was sentenced to five years' hard labour, on the second and third to 18 months, and on the fourth charge to two years' hard labour, all the sentences to run concurrently.

AN OLD MAN'S DEATH.

Chuen Hi, a young Chinese painter, was charged with the murder of an old man, named Ha Wo, at Tai Kok Tsui on September 20th.

Sir Henry Pollock, K.C. (instructed by Mr. T. S. Whyte-Smith), conducted the case for the Crown, and Mr. Somerset Fitzroy (instructed by Mr. G. R. Haywood) defended.

The Attorney-General said that prisoner was arraigned on a charge of having murdered an old man, at Tai Kok Tsui on September 20th. The main facts of the case would be gathered from the evidence of two witnesses for the prosecution. The accused was a painter at the Chung Ki shop in Sham Shui Po, and on September 18th accompanied by Man Po, another painter, he was painting a house at Tai Kok Tsui. Man Po had a scraper, which he placed on the ground, and a few minutes later it had disappeared. He mentioned his loss to prisoner, who said that a "blind man" had just passed and he probably took it. The man referred to was nicknamed "blind man" because he used to lead around a blind boy. They found the "blind man," and prisoner searched him, but found nothing. Prisoner then suggested to Man Po that the "blind man" might have given the scraper to an old man, named Ha Wo. Man Po suggested that no more should be said about it, but prisoner held that the scraper should be recovered. On the evening of September 20th, after having their evening meal, prisoner and Man Po went for a walk. Prisoner requested him to return to the house, the possession of which the scraper was denied. A quarrel arose, and the prisoner produced a knife and stabbed him, and then ran away. The old man struggled to the shop, where Man Po had also run away. He went to a place at East Point, and was later joined by the prisoner. In the house at East Point, another employee of the firm was staying. Prisoner told him that he had stabbed an old man.

A CHASTLY WOUNDED.

The Attorney-General said the medical evidence would show that deceased on being admitted to the Kwong Wah Hospital was suffering from a stab wound in the lower right portion of the abdomen, and that three feet of intestines were protruding, the wound having perforated the abdomen. The doctor at the Government Civil Hospital, whence defendant was removed after being attended to at the Kwong Wah, would state that the wound was caused by a sharp narrow instrument. On September 21st deceased had peritonitis, and died next day.

WITNESS WHO WAS AFRAID.

Man Po's story was as outlined by counsel. He saw prisoner stab the old man, and became so frightened that he bolted, and when the wounded man came to the shop he hurried away to East Point. Next day he did not go to work, but prisoner went.

Replying to Mr. Fitzroy, he said that the scraper belonged to his master. When prisoner met the deceased they began quarrelling, and he moved away. When he was about ten shops away, he heard the old man cry out "Save life," and saw prisoner stab him. Asked as to why he ran away when he had done nothing wrong, witness said that he was afraid the Police would arrest him if they could not find prisoner.

Mr. Fitzroy: Why did you not run back and help the old man?

Witness: I was afraid and so I ran away.

At this stage the hearing was adjourned until to-day.

[BEFORE THE PUNISHMENT JUDGE (MR. JUSTICE WOOD).]

CHINESE MERCHANT CHARGED
WITH FORGERY.

Wong Man Wai, a well-known Chinese merchant, and described as a managing partner in the Ka Leung Bank, appeared on charges of forgery. There were in all four charges, to all of which the accused pleaded guilty. The fourth charge was with uttering a forged document, namely a letter, to the Hongkong Electric Company, Ltd., purporting to be signed by Wong Chik Cho, requesting them to send all outstanding dividend warrants belonging to Wong Chik Cho to him care of Messrs. Moxon and Taylor. This charge alone was taken up.

Sir Henry Pollock, K.C. (the Attorney-General) instructed by Mr. T. S. Whyte-Smith, prosecuted for the Crown, and Mr. F. C. Jenkin, defended.

The Attorney-General said that defendant was a friend of a man who had many aliases. This man was now dead. Defendant had advanced various sums of money to deceased's family, amounting in all to about \$30,000 or \$35,000. There was some delay in taking out letters of administration, which seemed to have been entrusted to defendant by the family, and he was given possession of certain scrip which belonged to the deceased.

Without going into details, he could say that he was satisfied on behalf of the Crown, that defendant had no intention of either defrauding the family or the revenue. Had he thought there was any intention to defraud, he would have considered it his duty to proceed to charge him on all counts. Defendant was, in fact, acting more or less as administrator of the estate of deceased. With regard to the revenue charges due, all the money had been paid on the estate, including the penalty of \$1,000 mentioned in the Ordinance. The total amount paid was \$15,000. On or about July 5th the accused wrote a letter in the name of the dead man, to the Hongkong Electric Company, requesting the Company to send him, c/o Messrs. Moxon and Taylor, all the outstanding dividend warrants belonging to the deceased. He knew that he was asking the Company to pay these dividends as being due to the dead man, and that he had no right to send this letter to the Company, and to sign it with the dead man's name.

In conclusion, Sir Henry said that under the circumstances, and in view of the opinion he had formed, he thought the case would be met by a fine, but asked His Lordship to inflict a fine that would be substantial. Mr. F. C. Jenkin, for the defence, said that the Electric Co. shares had been collected for the purpose of handing them over to the dead man's wife. The defendant had been a strong and staunch benefactor of the family. He took control of the authority of the dead man's wife, who was a resident in Canton. Mr. Jenkin objected to the fine being a heavy one, because his client had no intention of defrauding either the revenue or the family.

Mr. Justice Wood, addressing defendant, said that he had pleaded guilty to a very serious charge. He had sent a letter in the name of his dead friend, and that was deliberate fraud. If such a practice were allowed to go unpunished, business confidence would be damaged in the Colony. Such an offence rendered the liable to three years' imprisonment, but he would be imposed. A fine would be imposed, but he wished him to know, that in imposing a fine of this kind the Court was not limited in any way. The fine which he was going to impose might be considered by some people to be a light fine, but he reminded defendant that under different circumstances, the fine would have been considerably heavier. A fine of \$750 was imposed.

ROBBER WHO TOOK FRIGHT.

A Chinese, charged with having participated in an armed robbery at a house in Sai Wan Ho, a small village east of Tai Koo Docks, on September 25th, was found guilty, and sentenced to five years' hard labour. Mr. H. K. Holmes conducted the case for the Crown.

Prisoner was arrested after evading a police searcher, who wounded him with a revolver shot. He, however, got away, and was later discovered in a matchbox hiding under some dry grass.

A woman residing in the house, which had been the scene of the robbery, said that prisoner was accompanied by three other men. She identified him as the robber, who, armed with a dagger had taken rings from her and gagged her.

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for you until wanted.

NEW ADVERTISEMENTS

H.M. SUBMARINE M.I.

MEMORIAL SERVICE

A SHORT NAVAL SERVICE will be held in St. John's Cathedral at 10 A.M. on SATURDAY, NOVEMBER 21st, in Memory of the Officers and Men who lost their lives in H.M. Submarine M.I. Owing to the Large Number of Sailors attending the Service, only a Limited Number of Seats will be Open to the Public in the North Aisle. [2583]

ROYAL HONGKONG GOLF CLUB.

LADIES' SECTION.

LADIES' SHANGHAI FOURSOMES will be Played on TUESDAY, DECEMBER 1st (instead of December 7th) at FANTINE for Prizes presented by Mrs. A. H. FERGUSON. Players MUST Choose Partners AND Opponents—of Combined Handicap. Medal Play. Entries Accepted up to 2.30 P.M. on Day of Play. [3391]

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO'S STEAMER "KASHMIR."

ARRIVED HONGKONG ON 15th Nov., 1925.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out, Mark by Mark and Delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions have been given to the contrary Six hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival will be subject to Sale. No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on Mondays and Thursdays, within the Free Storage Period. All Claims against the Steamer must be presented to the Underwriter on or before the 5th December, 1925, or they will not be recognized. No Claims will be admitted after the Goods have left the Godown.

MAKINSON, MAKENZIE & CO., Agents. Hongkong, 19th November, 1925. [2592]

NOTICE.

ON DECEMBER 1st, 1925, ANDERSON & ASHE, MARINE SURVEYORS, 16, Connaught Road, Central, WILL REMOVE THEIR Office to 1st Floor, QUEEN'S BUILDING, Entrance CONNAUGHT ROAD. Hongkong, 19th November, 1925. [2589]

NOTICE.

ALICIA CRANE, LOIS ROBERTSON.

ANY Person having Information which will lead to the Discovery of the Whereabouts of Either of the Above-named Persons is Requested to Communicate with MEMBERS, DEALERS, Solicitors, 1, Des Vaux Road Central, Hongkong. [2587]

HONGKONG BOXING ASSOCIATION.

THEATRE ROYAL.

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HONGKONG DISPENSARY.

DEATH.

BONDFIELD.—On November 9th, at Bourne-mouth, Rev. GEORGE HENRY BONDFIELD, late of British and Foreign Bible Society, Shanghai, aged 70 years.

Hongkong Office: 1A, Chater Road. London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, NOVEMBER 20TH, 1925.

MR. AMERY AND HONGKONG.

THE VIEWS OF THE SECRETARY OF STATE FOR THE COLONIES upon the deplorable situation which has prevailed for so long in this Colony have at last found public expression in a speech delivered at the annual dinner of the China Association in London. Mr. AMERY is firmly convinced that "Hongkong's difficulties are transient." Well, it may be said that everybody in the Colony for months past has shared with Mr. AMERY the belief that "though the period of waiting may be anxious, the Chinese people's common sense will never allow the present state of affairs to continue for ever"; for the reason that while the interruption of trade between the neighbouring Chinese ports and Hongkong obviously injuriously affects British interests in this Colony, it is doing infinitely greater harm to the great commercial interests in the provinces of Kwangtung and Kwangsi, which in the course of the past eighty years have been fostered and developed by reason of the important facilities for trade which it has been the constant aim of the British Government in this Colony to provide. Nor can any intelligent Chinese who aspires to see his country respected and trusted abroad fail to appreciate the fact that the present conditions are destructive of all confidence in responsible circles throughout the world, and that this shattered confidence must be the more detrimental to the best interests of China the longer they are allowed to continue. The triumph of this "common sense of the Chinese people" is long overdue. We

ain would hope, for the sake of the Chinese people as a whole, no less than for the sake of the important British interests at stake in this part of the world, that the commercial delegation which is coming from Canton to Hongkong to-day to discuss the situation with the Chinese commercial organisations here will come with some practical plan of bringing the unhappy situation to a speedy end.

The alternative was plainly indicated by the Secretary of State for the Colonies when he added that the patience of the British Government would not witness for ever the impoverishment and retrogression of a great British Colony. In this connection greater prominence may well be given to the following paragraph in the Annual Report of the China Association, which was reproduced in full in our yesterday's issue:—

"The policy of international co-operation, as distinguished from individual national action, which Great Britain has in common with the other Powers, pursued for a number of years, and to which she is now committed by International Agreement entered into at Washington, is no doubt a sound and wise policy under normal conditions in China. Under the present circumstances it possesses the defects of its own merits, and it is questionable whether the time is not at hand when Great Britain, if she is to carry out her obligations to her own nationals and preserve that immense trade which she has built up by hard and patient work throughout several generations, will not find it necessary to act alone in her own interests or face the loss of her prestige and her position in the Far East. The condition of British trade in China, especially in South China, is very critical, and the responsibility of His Majesty's Government for the protection and preservation of that trade, by independent action if necessary, is a responsibility which the Government and the country cannot afford to disregard."

The longer the present unhappy situation continues the greater the urgency with which such views as these must necessarily be pressed. There are men in the Government circles at Canton with all the intelligence necessary to appreciate the dangers of the situation, and now that warfare has practically ceased in the province and they have more time to devote to administrative affairs, it is sincerely to be hoped that they will exert themselves to recover the functions of government which the labour leaders have been allowed to usurp. By effectively entangling the opportunities these gentry have created for their own personal aggrandisement, great relief would be given to a situation which is involving not merely Hongkong, but the great industrial and commercial communities in Kwangtung in ruinous losses. We are glad to observe in recent news from Canton some well-known indications of movement in this direction, which encourage us to hope for an early triumph of that "common sense" with which the Chinese people have hitherto been so widely credited.

Arranged by the ship's company of H.M.S. Hawkins, another enjoyable dance was held at the Seamen's Institute last night.

The master of the s.s. Haiyang, from Penang and Hoihow, reported to the Harbour Office yesterday that during the voyage one fireman died at Hoihow and was buried there.

It is announced in London papers received by yesterday's mail that a marriage has been arranged between Capt. Denys Julian Allfree, the East Surrey Regt., youngest son of the late Mrs. Allfree of Birchington, and Elizabeth Adey Ram, of Hongkong.

Armistice Day in Singapore was a busy day for the police, remarks the Straits Times. A detective was shot dead, a murder was committed in a motor bus, there was a gang robbery in Chinatown, and two persons were killed in a traffic accident in Havelock Road.

A chair coolie was admitted to the Government Civil Hospital on Wednesday, suffering from injuries to his head and legs, caused by being knocked down by a motor-car in Caine Road. The car was driven by Miss R. Mow Fung, of Messrs. Gilman & Co., Ltd.

The total output of the Kailan Mining Administration's mines for the week ending October 31st amounted to 97,375 tons and the sales to 94,707 tons.

The Financial News understands that the 5 per cent. Notes which are to be issued in settlement of the claims of the Far Eastern creditors of the Banque Industrielle de Chine will be available for issue in the near future. The nominal amount of the bonds is 50 U.S. dollars each, and they are redeemable in twenty-three years.

By kind permission of the Chaplain, a short naval service will be held in St. John's Cathedral at 10 a.m. to-morrow (Saturday) in memory of the officers and men who lost their lives in H.M. Submarine M.I. Owing to the large number of sailors attending the service, only a limited number of seats will be open to the public in the North Aisle.

A Chinese motor car driver was fined \$10 at the Central Magistracy yesterday, for having driven his car at hour not permitted under his probationary licence. Defendant was practising to drive in Caine Road on Wednesday morning, and knocked down a Sanitary Department coolie. The Magistrate ordered him to pay \$5 compensation to the coolie.

The public is reminded of the free lecture on Christian Science which is to be given in the old Chamber of Commerce room at the City Hall to-day at 3.30 p.m. by Mr. Algernon Hervey Bathurst, C.S.B., of London. The lecture is being given under the auspices of the First Church of Christ, Hongkong, and the lecturer is a member of the Board of Lectureship of the Mother Church, the First Church of Christ, and is a Scientist in Boston, Massachusetts.

The following transfers and promotions in the Colonies Service of the Straits Settlements have been made by the Secretary of State for the Colonies: Mr. M. H. Whitley, Puisne Judge, Straits Settlements, to Attorney-General, Straits Settlements; Lieut. Commander W. G. Oldershaw, Harbour Master, Trinidad, to Deputy Master Attendant, Straits Settlements; Lieut. Commander A. C. Bucknell, late Chief Officer, s.s. Almer, to Harbour Master, Selangor, Federated Malay States.

HELENA MAY INSTITUTE.

FIRST MUSICAL OF THE SEASON.

The first musical of the season was held at the Helena May Institute yesterday evening, and it was a distinct success. These musicals have always been well attended, and the attendance at yesterday's performance was even larger than usual.

The programme was an excellent one, and each of the artists gave very fine and praiseworthy interpretation of their solos. Mrs. H. Gardner rendered Gartner's beautiful song entitled "Love is Mine." Mrs. A. M. Bowes-Smith gave a delightful rendering of "Here's April" (Saunders), and two other songs composed by Mr. Bowes-Smith, who gave selections from Chopin and Moskowski on the piano. Mr. L. Hopkins was well applauded for his rendering of "The Paper's Drive" (Homer). He also contributed songs by Macmurrough and Bridge. Mrs. M. Mathison's vocal abilities are well known. She sang Martin Shaw's "I know a Bank," and Quilter's exquisite melody "Blossom Time."

PROPERTY SALES.

BRISK BIDDING AT YESTERDAY'S AUCTIONS.

Two property sales were held yesterday, one taking place at the China Auction Rooms and the other at the salesroom of the Auctioneering and Brokering Company. A feature of both sales was the brisk bidding.

At the China Auction Rooms, Mr. E. V. M. R. de Souza disposed of by order of the mortgagees, a valuable leasehold property at Sham Shui Po, Kowloon, which contains ten houses now known as Nos. 1 to 10 inclusive (old numbers), Yen Chow Street, and two unnumbered houses at the rear of these and fronting on to Hai Tan Street and Yee Kuei Street respectively.

The area of the property is about 10,254 square feet and \$54 is payable yearly as a proportion of the Crown Rent. Started at an upset price of \$70,000, this sum was advanced by bids of \$1,000 to \$88,000 at which figure it was knocked down to Mr. Ng Kwong, No. 18, Gage Street.

At the Auctioneering and Brokering Company's premises another leasehold property was sold by Mr. L. E. S. Hodge, by order of the mortgagees. This property, contains a dwelling house and shop known as No. 64, Wellington Street, and the annual Crown rent is \$10. The upset price was \$15,000, and this was advanced by rapid and brisk bids of \$500 to \$24,000, at which figure Mr. Kwong Po Kwong became the purchaser.

CHINESE DRAMA AT THE THEATRE ROYAL.

It is gratifying to find that Miss Pik Wen Ha's performance is rousing the interest of Hongkong residents. It would certainly have been disappointing if such an opportunity of seeing China's foremost actress in such a novel setting as the Theatre Royal had not been taken advantage of.

As Miss Pik is leaving next week for the North and the Theatre Royal is fully booked up, it has been found impossible to arrange another performance.

The performance therefore on Monday night is Miss Pik Wen Ha's farewell to Hongkong, and it behoves everyone who is interested in an unique presentation of Chinese drama to make certain of getting a seat on Monday.

The performance opens with a scene from a Tragedy, "King Autocrat and his Courtiers." This depicts the final scene between the King Autocrat, Kang Yu, and his favourite Courtiers, Yu Kie, Kang Yu, who took his title owing to his great fighting powers which enabled him to win over seventy victories with extraordinary completeness and rapidity, has been finally defeated by his rival Liu Pang, afterwards the founder of the Han Dynasty. Yu Kie has come upon him brooding on the evil turn in his fortunes, and being his most devoted and loyal mistress, seeks to comfort him and to ease the pangs of his defeat. On the approach of the victorious armies Kang Yu has to flee, and it is in the parting scene between him and Yu Kie that Miss Pik shows her supreme power as an actress, reaching the climax when, refusing to face life without her Lord, and Master, she rushes both his sword and a note on end to her life.

After this sublime tragedy comes to an end, there is an interval of fifteen minutes during which time a String Orchestra of Chinese amateurs will play selections of music. As a relief to the Tragedy there follows a piece called "The Comic Minstrels," a representation of the troupe which in the old times, and even to-day on the Yangtze valley, used to go from village to village with their comic plays and ditties.

This is again followed by an interval of Chinese music, and there Miss Pik appears in her final scene, "The Winged Dance of Prosperity." This dance was composed in the T'ang dynasty, about 700 A.D., during the reign of the great Emperor Ming, who was a benevolent patron of dancing and the arts.

The dance is sometimes known as the "Bat Dance," a bat being the emblem of prosperity, and the dress is so designed that during the dance it is spread out and shows the design of a bat's wing. It was originated by Yang Kuei Fei, supposed to have been the most beautiful woman of her time. The graceful movements of the dancer coupled with the artistic taste displayed in the wonderful dress, so enraptured the Emperor that Yang Kuei Fei became his favourite courtesan.

It is in this dance that Miss Pik gives a performance of grace, charm and power which has drawn applause wherever she has appeared in the Far East. It may be fairly said that she excels herself, and an opportunity of seeing such a wonderful exhibition of the art of Chinese dancing is in itself an occasion of which full advantage should be taken.

OBITUARY.

THE REV. G. L. BONDFIELD.

News has reached Shanghai that Rev. George Henry Bondfield, who had had a distinguished missionary career in China of over 40 years, died at Bourne-mouth last week at the age of 70.

The late Mr. Bondfield will be chiefly remembered in connection with the activities of the British and Foreign Bible Society, which in the late nineties for the first time became thoroughly organized in China, due to his exceptional abilities as an administrator.

Prior to his association with this institution nearly 30 years ago Mr. Bondfield was a prominent figure in Protestant missionary circles, and later he performed numerous civic duties in Shanghai. Born in 1855 at Chard, Somerset, and receiving his theological education at Springfield College, Birmingham, he came to China in 1883. After a period of missionary work at Amoy, he was called to the pastorate of Union Church, Hongkong. For his services in 1907 as chief organizer and hon. secretary of the Centenary Missionary Conference he received the degree of Doctor of Divinity of Knox College. He was a leading member of the China Continuation Committee until it was succeeded by the National Christian Conference. In addition to his numerous duties as an organizer of missions he found time in Shanghai to devote to educational matters. For a while he served on the Thomas Huxbury School (Boys) Committee, the Municipal Council Education Committee and the Shanghai Library Committee. For several years he was chairman of Union Church Committee. Few missionaries had travelled more in this country. It was said that in the course of his work he had visited all the principal mission centres in China.

One of Mr. Bondfield's daughters was Mrs. Heuman, who some years ago was head mistress of the Cathedral School for Girls at Shanghai.

HONGKONG WEEKLY PRESS.

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AUGUST 8TH.
AUGUST 29TH.

APPLICATION FOR THESE SHOULD BE MADE TO THE CITY OFFICE OF THE HONGKONG DAILY PRESS, 1A, CHATER ROAD. TELEPHONE CENTRAL 12.

The issue of August 8th contains the detailed reply by A. G. M. to Wu Hon Man's Manifesto. This reply analyses very fully the various contentions put forward by the Bolsheviks in their propaganda, and gives the British point of view. It should be kept on record as it will always be useful for reference purposes.

The issue of August 29th contains the full report of the great indignation meeting held at the Theatre Royal, together with the text of the Telegram sent to the Prime Minister.

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EUGEN SANDOW.

DEATH DUE TO EFFECTS OF MOTOR ACCIDENT.

A brief cable last month announced the death of Eugen Sandow. London papers to hand by last mail contain the following details:

Mr. Eugen Sandow, one of the world's strongest men, died very suddenly at his residence in Holland Park Avenue, London. Death was due to a broken blood vessel on the brain, and was, indirectly, the effect of a motor accident of two years ago. Mr. Sandow was born 88 years ago at Königsberg, of Russian parents, but was a naturalised Englishman. An interesting story attaches to his adoption of the profession of a strong man. When he was a young man he acted as a model for medical professors in an anatomical lectures to students. In this way he gained a wide knowledge of anatomical subjects and the mechanism of the human body. While he was in Italy he met an English artist, who saw him bathing. Struck by Sandow's physique, the artist invited him to become his model, which Sandow consented to do. The artist told him about a man who at that time was appearing at the London Aquarium, and who had issued a challenge for £100 to anyone who would emulate his feats of strength. Sandow came home, took up the challenge, and won. It was at the spring of 1893 that he appeared at the London Pavilion in feats of strength that were novel to the British public. For example, he raised a big dumb-bell over his head, and then surprised the audience by revealing and the dumb-bell weighing 304 lbs. Another big sensation came when Sandow, supporting himself by his arms and knees on the backs of chairs, allowed a board to be placed on his stomach, on which a fully-equipped Life Guard man rode up one side and down the other. Then there was an act in which, instead of the trooper, he

SUPPORTED THREE HORSES.

They weighed 1 ton 6 cwt., but the difficulty of the feat was in keeping them together so as to maintain their equilibrium. Another very difficult feat was called the Roman column. Seated on a horse, he threw himself backwards and picked up a man or a dumb-bell. Sandow's measurements then were neck 18 in., biceps 19 in., forearm 16 in., waist 39 in., chest 49 in., distended chest 62 in., thigh 38 in., weight 196 lbs. Many other strong men challenged Sandow's feats, but he invariably triumphed. He married during the first year of his stage career Miss Blanchard Brooks, daughter of Mr. Brooks, director of the Haymarket Theatre. Mr. Sandow, as he became rather too heavy for the strain of the stage, took to business enterprises. He was first up business with the Sandow Institute, which began as a system of physical training, but grew into a curative institute where patients or pupils received treatment in many physical ailments. Another of his enterprises was the Sun-Corset, and another, which he started in 1912, was Sandow's Health Cocoa. The company of which he was a director, took premises at the Elephant and Castle, and it acquired from a German company a secret process for making cocoa, pany a secret process for making cocoa, but it was not a success, and when it was wound up in January, 1919, there was a total deficiency of £251,000. Mr. Sandow was himself a large loser by the company's failure. In 1911 the King appointed Mr. Sandow Professor of Scientific Physical Culture to His Majesty. It was one of his proudest claims during the war that some 70,000 officers and men in the British Army had been trained in physical culture either by him or by sergeant-instructors under his direction, and that thousands of them would never have been able to pass the doctor for military service without his peculiar system of exercises. When Lord Escher, in 1900, appealed for 11,000 recruits to bring the London County regiment of Territorials to its full strength, Mr. Sandow presented 21,000 to the men who made the greatest development during the training prescribed to enable them to fulfil the physical requirements of the authorities. He leaves a wife and two daughters, both of whom are married.

END OF A MOSCOW CONVENT.
A SURVIVAL OF IMPERIAL RUSSIA.

The Bolshevik authorities, says the Riga correspondent of *The Times*, have recently discovered a small benevolent institution at Moscow under the name of "The St. Martha and St. Mary Convent," which has hitherto escaped the attentions of the Soviet liquidators and has thus survived the various storms of the revolution. Until a few weeks ago it continued unobtrusively to carry on its charitable work, though all other institutions of a similar nature had been nationalized or liquidated. It has now been exposed by a Communist named Zorich, and the authorities have directed to the attention of their liquidating commission.

This convent was founded during the war by the Grand Duchess Serge for the purpose of ministering to the sick and unfortunate. The convent established a small hospital and opened a dispensary. These have continued their work until the present time, having in some inexplicable way managed to become affiliated to Moscow University.

The most serious charge now brought against this institution is that it still serves as a refuge and an outlet for the "old-style work of charity," of such prominent persons as the widow of M. Gordienko, a former Governor, Princess Galitzin, and others. The Proto-Hierarch, Bershbrin, who acted as spiritual father to the convent, has been banished to the Naryn district of Siberia, his chief offence being that he openly stated that the convent not only relieved the sick, but also administered "spiritual comfort" to the fallen and afflicted.

WAGES THAT MUST BE LOWER.

SHELTERED TRADES.
BURDEN.

Mr. Stanley Machin, president of the Association of British Chambers of Commerce, speaking at the Outlets' Feast at Sheffield last month, said:—

It is never a popular thing to advocate a reduction in wages, but I feel it my duty to refer to the anomaly that exists between wages in sheltered and unsheltered industries and to say that until wages in sheltered trades are placed on a sound economic basis there can be no permanent improvement in our export trade.

Our overseas trade is being captured by countries whose cost of production is lower than it is here. Foreign competition fixes the prices we are able to charge for our export trade and at the same time determines the wages that can come out of the proceeds of the sales of our goods.

There are 17,000,000 wage-earners in Great Britain and Northern Ireland. Eight millions make for competitive markets at home and overseas. They are unsheltered. Nine millions are engaged in the sheltered trades applying goods and services to the unsheltered trades.

The wages of the workers in the sheltered trades of this country are 100 per cent. above the pre-war level—some 24 per cent. more than is needed to meet the increased cost of living, and as these high wages in the sheltered trades go into the index figure of the cost of living they thus breed a vicious circle.

On the other hand, the wages of the workers in the unsheltered trades are only 60 per cent. above the pre-war rates, or 18 per cent. less than the increase in the cost of living.

The workers in the sheltered industries are receiving at least £200,000,000 a year more than would be paid these same workers if they were engaged in competitive trades. The consequence is that the cost of our goods for export are £200,000,000 per annum higher than they ought to be, if the sheltered trades received the same ratio of wages based on the cost of living as the workers in the unsheltered industries.

That £200,000,000 per annum is the million round the neck of our export trade and that is why we are unable to sell our goods and compete in the world's markets. The unsheltered worker has to accept low wages in order to pay the higher wages of the sheltered worker.

THE ONLY REMEDY.

Is it any wonder that a steel-rail worker cannot find work? The cost put on to his product by sheltered wages paid by municipalities, public utility, electric, water and gas, and railway and dock companies, and even to bricklayers and to bakers, renders his unsheltered output too dear to sell in the export market.

There is only one remedy. Wages in the sheltered trades will have to be fixed on an economic basis, and the workers in the unsheltered trades will have to see that this is done, or they themselves will sooner or later perish and the sheltered workers will perish with them.

Why is the home retail trade prosperous? The answer is very simple. The high wages in the sheltered trades are being spent by the sheltered workers with their high wages have to be replaced, and so a fictitious trade of great prosperity is going on in the home market.

But we cannot live by our home trade alone. Our prosperity depends on our sales abroad. The price of our food is affected by the state of our export trade.

LAWYERS AND OLD GIBES.
DAYS OF COFFEE-HOUSE AND TAVERN LAW.

Solicitors on October 15th celebrated the hundredth anniversary of the founding of the Law Society, when they gathered in their hall in Chancery Lane to explore the adventurous past of the legal profession.

"Several gentlemen" who "abhorred unfair practice," and met to discuss the "honour of the profession" in the Crown and Anchor and the Devil's Tavern, were responsible for the birth of the Law Society.

Mr. Herbert Gibson, the president, told a meeting of eminent lawyers in the hall how so important a body had sprung out of taverns and coffee houses.

THE ATTORNEY TWO CENTURIES AGO.

Nearly 200 years ago London attorneys had founded "The Society of Several Gentlemen Practising in the Courts of Law and Equity."

They unanimously declared "their utmost abhorrence and detestation of all unbecoming and detestable practices," and agreed to discontinue it. They had no fixed home," explained Mr. Gibson, "meeting from time to time in one or other of the numerous coffee houses, among which I notice the Crown and Anchor, Serle's, Coffee House, and the Devil's Tavern."

At the Crown and Anchor the "behaviour of suitors and honour of the profession" were considered, and Mr. P.'s even consulted lawyers in their coffee houses before bringing Bills into Parliament, the legislation of the country being thus at times born in taverns.

THE GIBES AT LAWYERS.

The attempt of lawyers to throw off the gibes attaching to their profession plays a big part in the society's history. "The law's delays and the shortcomings and rapacity of attorneys have frequently provided sub-matter for wit and sarcasm," Mr. Gibson admitted.

"The members recognised the justice of much of the country laughter directed at leading lawyers of the country, and heartily at quotations ridiculing the law. 'I want to clear our characters,' said the president, 'to the extent, said the president, 'pointing proudly to the record of organised lawyers.'

"I know that in some quarters the Council of the Law Society are regarded as an assemblage of effete though fairly respectable old gentlemen who live in the past."

THE BIBLICAL ADMONITION.

"We have a Biblical admonition," concluded the President, "to plead the cause of the poor and needy."

THE U.S. HERESY TRIAL.

With many of its members in tears, the New York correspondent of *The Times*, the House of Bishops of the Protestant Episcopal Church at New Orleans by a vote of 85 to 11 approved of the findings of the two Ecclesiastical Courts, which had successively held Bishop William Montgomery Brown, late of Arkansas, to be guilty of heretical teachings.

This decision, which closes the door to any further appeal in this case, was notified to the Presiding Bishop, who will appoint a day for passing the sentence which will remove Bishop Brown from the ministry. It is intimated that the sentencing may be postponed indefinitely if Bishop Brown will agree to desist from his "Radical propaganda."

(Bishop Brown, who was deprived of his See in October, 1924, informed the Second Ecclesiastical Court, the Board of Review, which considered his case in January, 1925, that guided by the researches of historians he accepted the Son of God as a symbol only, and that he rejected the Virgin Birth.)

NAVAL PREPAREDNESS.
NECESSARY SHIPBUILDING.

Speaking at Shrewsbury last month, on the Government's naval policy, the Right Hon. W. O. Bridgeman (First Lord of the Admiralty) said he had met with much criticism because he had fought hard for a programme of shipbuilding which aimed at replacing ships which were becoming obsolete. We should have either an up-to-date Navy or none at all. "It was for that that I fought," said Mr. Bridgeman. "I regarded it as my sacred duty to get it, and I am glad the House of Commons gave me the cruisers. We have to thank our brothers in Australia for laying down two similar ships."

To say that we should go on for ever without keeping ourselves level with others seemed to him a disastrous policy. "I look upon the Navy as the greatest insurance for peace," said Mr. Bridgeman. "There is no other force for peace so strong as the Navy. A strong Navy in the hands of the most peaceful nation in the world, as we are, is the greatest security for the peace of the world." It was agreed that the cruisers were costly. Everything that was worth having was worth paying money for, yet the moment the Government proposed economising by closing two superfluous dockyards some people were up in arms, declaring it a monstrous thing to do. They forgot that the cruisers were going to give work to 4,000 men for three years. Owing to financial stringency it had become necessary to cut down shipbuilding and repairing costs to the lowest possible limit compatible with safety. It was inevitable that some men would have to lose work whether the two dockyards were closed or not. It was perfectly obvious that if the country had six dockyards and a Navy only big enough for four, it was economical to close two of them. True, it was hard on the people, but there could not be Government economy without taking away someone's work and wages. Ninety per cent. of the whole cost of the Navy went in paying pensions. "We shall do what we can to mitigate hardship," said Mr. Bridgeman. "But if the Government keep the two dockyards open it is their affair. The saving on the closing of them would not amount to much this year or next year, but it will eventually." It had been said that Rosyth and Pembroke were up-to-date dockyards, and therefore vitally necessary. People talked as if the intention was to shut up those dockyards. The two places were being kept in a state of "care and maintenance," so that if there was any risk of war they could be put into use in a few weeks.

THE SAILOR'S JUMPER.

It has been brought to notice that Admiralty Fleet Orders—that ratings in Class II. uniform not infrequently return to depot from sea-going ships with jumpers, which do not comply with the uniform regulations in the matter of the position of the shoulder seam. This, the order says, appears to be due to the jumpers being made by ship's tailors who have not acquainted themselves with the proper method of cutting out the garment. Instead of the opening for the sleeve being cut with a curve, it is made straight and parallel to the body of the jumper, with the result that the shoulder seam, instead of being at the point of the shoulder, in some inches down the arm. The attention of all concerned is to be drawn to the regulation that the junction of the sleeve with the body of the jumper is to be at the point of the shoulder.

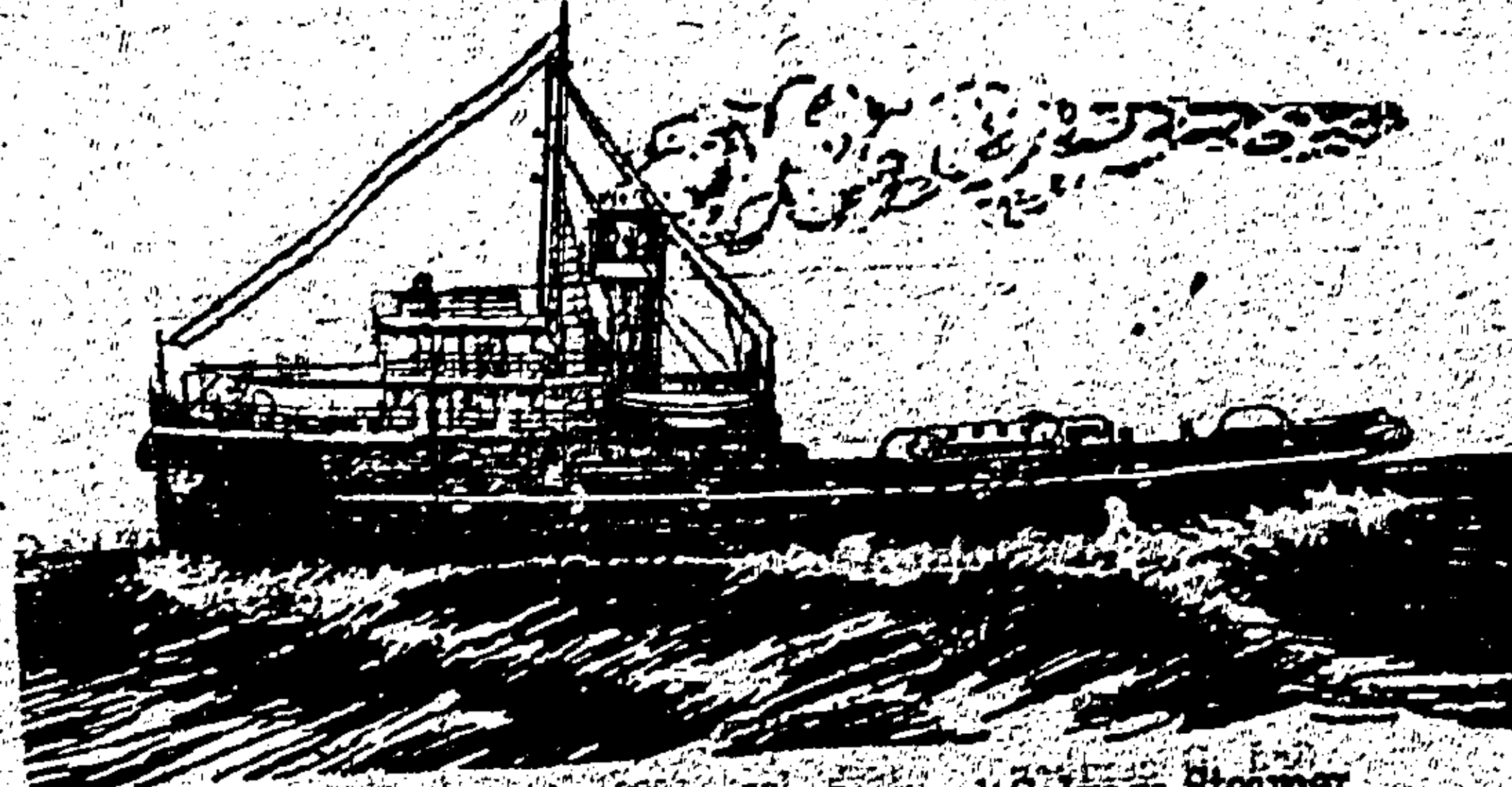
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B. W. DYER, B.Sc., M.I.E.E., Kowloon Dock, Hongkong.

SHIPPING NEWS

ARRIVALS.

November 19th.
Takaoka Maru, Japanese str., 1,000 tons, Capt. Y. Tomioka, from Kobe via Keelung, with a general cargo, lying at Kowloon wharf.—N.Y.K.

November 19th.
Haining, British str., 832 tons, Capt. W. C. Passmore, from Foochow via Amoy, with woodplanks, tea and sugar, lying at Douglas Wharf.—Douglas, Laird & Co.
Hydra, British str., 561 tons, Capt. E. Bentley, from Kwang Chow Wam, with a general cargo, lying at buoy No. 620.

Ho Sang, British str., 5,698 tons, Capt. J. M. Wright, from Calcutta and Singapore, with 3,393 tons of general cargo for Hongkong, lying at Kowloon Wharf.—Jardine, Matheson & Co.

Hosen Maru, Japanese str., 2,450 tons, Capt. S. Tabata, from Swatow, with 800 tons of general cargo, lying at O.S.K. Wharf.—M.B.K.
Tijlhoort, Dutch str., 3,635 tons, Capt. P. Abbe, from Amoy, with a general cargo, lying at buoy No. A24.—J.C.J.L.
Westerdyk, Dutch str., 5,335 tons, Capt. J. Stamperius, from Bremen and Manila, with a general cargo, lying at Kowloon Wharf.—J.C.J.L.

CLEARANCES.

November 19th.
Hefron, for Manila.
Lok Sun, for Hoilhow.
Santing, for Shanghai.
Westerdyk, for Shanghai.
West Kurlon, for Saigon.

SHIPPING NOTES.

The shipping statement for yesterday showed that the total number of vessels in the harbour at 9 a.m. was 62, of which 31 were British.

For the twenty-four hours ended at 9 a.m. yesterday there were four arrivals, of which two were British and two Japanese. The departures for the same period numbered twelve; while four vessels had clearance papers in.

Although the arrivals were below the usual daily number cargo was well up to average and that entered for Hongkong totalled 4,361 tons, compared with 3,182 tons entered for the previous twenty-four hours, when there were seven arrivals. Deck passengers carried numbered 174.

The arrivals were the *Ming Sang* (Br.) from Hoilhow with 1,981 tons of general cargo; the s.s. *Haitang* (Br.) from Penang and Hoilhow with 248 tons of general cargo and 600 tons of firewood and mail; the s.s. *Tango Maru* (Japanese) from Melbourne and Manila with 514 tons of general cargo and mail; and the s.s. *Takaoka Maru* (Japanese) from Osaka and Keelung with a varied cargo amounting to 1,020 tons.

Later arrivals yesterday were the s.s. *Ho Sang* (Br.) from Calcutta and the Straits, and the s.s. *Hosen Maru* (Japanese).

At the Marine Court yesterday, before Lieut.-Commander G. F. Hole, R.N., Chan Tin, master of a trading junk, was fined \$20, with the alternative twenty days' hard labour for allowing his trading junk to leave the waters of the Colony without having his licence on board at Tai On on Monday.

VESSELS EXPECTED.

Empress of Asia (C.P.R.), due December 1st.
Empress of Australia (C.P.R.), due today.
Takaoka (B.I. & Apar), due November 22nd.

HAMBURG AMERIKA LINIE

PASSENGER AND FREIGHT SERVICE TO EUROPE.

SAILING FOR SHANGHAI AND JAPAN.

M.S. "VOGTLAND" (due from Europe) ... 24th Nov.

SAILINGS FOR GENOA, MARSEILLES, ROTTERDAM HAMBURG, VIA MANILA, SINGAPORE, COLOMBO AND PORT SAID.

S.S. "OLDENBURG" ... 11th Nov.
S.S. "SAARLAND" ... 3rd Dec.
M.S. "VOGTLAND" ... 1st Jan.

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COPENHAGEN.

The M.S. "AFRIKA"
will be loading for ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN, and other SCANDINAVIAN PORTS.
On or about 20th December, 1925.

Further Sailings	Expected on or about	Will leave homeward-bound on or about
M.S. "Malaya" ...	3rd December	18th Jan., 1926
M.S. "Danmark" ...	18th Jan., 1926	—
M.S. "Chile" ...	6th February	—
M.S. "Asia" ...	5th March	—
M.S. "Java" ...	10th April	—

Subject to change without notice.
For further particulars, please apply to—

JOHN MANNERS & CO., LTD.

"COLUMBUS DAY."

ITALY'S NEW HOLIDAY.

For the first time, on October 12th in Rome and throughout Italy, by order of Signor Mussolini and the National Government, "Columbus Day" was celebrated as a national holiday. It is strange, but true, that it took more than 400 years for Christopher Columbus to obtain the generous recognition due to him from his own countrymen, and for the date of the discovery of America to be commemorated with national honours in Italy as well as in America. The re-evocation of one of the greatest national glories of Italy is due to the enlightened policy of the Fascist Government, which some months ago issued a proclamation, signed by Signor Mussolini, that hereafter October 12th, the date of the discovery of America by the Genoese navigator, was to be celebrated as a national holiday.

The national flag was hoisted on all public buildings and on some private houses. The general public, wrote a Rome correspondent, has not yet learned the significance of the event, which partly accounts for the fact that general decoration and the usual signs of a holiday are still somewhat missing, but, in time, national appreciation will doubtless increase, which is the thing intended by the Fascist Government. In Rome a commemorative ceremony was held in the Borroni Hall, in the presence of the Minister of Public Instruction, of all the city authorities, and the representatives of all the American Republics, and an address was delivered by Professor Manfroni.

At Anzio the day was commemorated by the opening of the new and first transatlantic cable, connecting Italy directly with Rio de Janeiro, Buenos Aires, and the South American Continent. The ceremony was presided over by Signor Mussolini, with the Ministers Ciano, Scelzo, Federoni, Fedele, Rocca, Giurati, and Volpi, and the Ambassadors and Ministers of Brazil, Argentina, Uruguay, Chile, Peru, the United States, and Spain. The length of the cable, laid by an Italian cable company, is 13,000 kilometres, and the laying, which was begun in 1924, was to be finished only in 1927. Instead, the work was carried out so rapidly that the cable had been already laid, and suitable terminal station buildings erected at Anzio, to make the inauguration possible to-day, thus connecting it with the Columbus celebration.

HONGKONG TIDE TABLE.

From Nov. 20th to 26th, 1925.

HIGH WATER.		LOW WATER.	
Days of Month	Time	Days of Month	Time
Fri. 20	11 18 a.m.	Fri. 20	6 29 p.m.
Satur. 21	11 25 a.m.	Satur. 21	5 54 p.m.
Sun. 22	11 32 a.m.	Sun. 22	5 31 p.m.
Mon. 23	11 39 a.m.	Mon. 23	5 08 p.m.
Tues. 24	11 46 a.m.	Tues. 24	4 45 p.m.
Wed. 25	11 53 a.m.	Wed. 25	4 22 p.m.
Thur. 26	12 00 p.m.	Thur. 26	3 59 p.m.

PASSENGERS.

Per s.s. *Hosen Maru* on November 19th.—Mr. M. C. Barker and family.
Per s.s. *Ho Sang*, on November 19th.—Mr. T. E. Halsey and Mr. B. D. Kopur.
Per s.s. *Haining*, on November 19th.—Mr. J. Harmer, Mr. Shrabole, and Mr. Lawson.

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Steamers	H'kong Leave	Shanghai Leave	Kobe Leave	Yokohama Leave	Vancouver Arrive
EMPRESS OF AUSTRALIA	Nov. 27	Nov. 30	Dec. 2	Dec. 5	Dec. 16
EMPRESS OF ASIA	Jan. 7	Jan. 10	Jan. 13	Jan. 16	Jan. 25
EMPRESS OF CANADA	Jan. 23	Jan. 25	Jan. 28	Jan. 30	Feb. 8
EMPRESS OF RUSSIA	Feb. 5	Feb. 8	Feb. 11	Feb. 13	Feb. 22
EMPRESS OF AUSTRALIA	Feb. 19	Feb. 23	Feb. 25	Feb. 27	Mar. 10
EMPRESS OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 22
EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Apr. 5
EMPRESS OF RUSSIA	Apr. 2	Apr. 5	Apr. 8	Apr. 10	Apr. 19
EMPRESS OF AUSTRALIA	Apr. 16	Apr. 19	Apr. 22	Apr. 24	May 5
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 8	May 17
EMPRESS OF CANADA	May 14	May 17	May 20	May 22	May 31
EMPRESS OF RUSSIA	May 28	May 31	June 3	June 5	June 14
EMPRESS OF AUSTRALIA	June 11	June 14	June 17	June 19	June 30
EMPRESS OF ASIA	June 25	June 27	June 30	July 3	July 12

HONGKONG-MANILA-HONGKONG SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Dec. 3	Dec. 5	EXPRESS ASIA	Dec. 8
Dec. 18	Dec. 20	EXPRESS CANADA	Dec. 21
Jan. 1	Jan. 3	EXPRESS RUSSIA	Jan. 4

Passenger Department: Tel. C. 752. Cables: GACANPAO.
Freight and Express: Tel. C. 42. Cables: NAUTILUS.



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Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America G\$400, G\$420, G\$440.

KAGA MARU ... Thursday, 19th Nov. at 11 a.m.

ITO MARU ... Wednesday, 18th Dec.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports

HAKUSAN MARU ... Saturday, 21st Nov. at 11 a.m.

KITANO MARU ... Saturday, 5th Dec. at 11 a.m.

HABUNA MARU ... Saturday, 19th Dec.

HAMBURG via LONDON & ROTTERDAM

TAKUMA MARU ... Tuesday, 8th Dec.

LIVERPOOL via ADEN & MARSEILLES

DELACROIX MARU ... Monday, 7th Dec.

SYDNEY & MELBOURNE via Manila & Ports

TANGO MARU ... Wednesday, 23rd Dec. at 11 a.m.

AKI MARU ... Wednesday, 23rd Dec.

NEW YORK and/or BOSTON via PANAMA

TAKAOKA MARU ... Thursday, 19th Nov.

BANGKOK MARU ... Saturday, 5th Dec.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

KAWACHI MARU ... End of Dec.

CALCUTTA via Singapore, Penang & Rangoon

NAGANO MARU ... End of Nov.

BOMBAY via Singapore, Penang & Colombo

PENANG MARU ... Tuesday, 24th Nov.

WAKARA MARU ... Friday, 27th Nov.

NAGASAKI, KOBE & YOKOHAMA

TANGO MARU ... Thursday, 19th Nov.

SHANGHAI, KOBE & YOKOHAMA

MATSUMOTO MARU ... Monday, 30th Nov.

KATOBARI MARU ... Tuesday, 1st Dec.

MURORAN MARU ... Wednesday, 2nd Dec.

ATSUTA MARU ... Tuesday, 16th Dec.

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HAIPHONG to HOIHOW	"MINGSANG"	Sunday	22nd Nov. at 10 a.m.
KOBE to AMOY & SHANGHAI	"HOSANG"	Sunday	22nd Nov. at Noon
STRAITS & CALCUTTA	"SUSANG"	Sunday	22nd Nov. at 3 p.m.
TIENTSIN	"CHEONGSHING"	Monday	23rd Nov. at Noon
BANGKOK	"HOFSANG"	Wednesday	25th Nov. at Noon
SHANGHAI	"FAUSANG"	Thursday	26th Nov. at 7 a.m.
YOKOHAMA via AMOY	"KUMSANG"	Tuesday	1st Dec. at 7 a.m.
SHANGHAI & KOBE	"CHAKSANG"	Tuesday	1st Dec. at 10 a.m.
HAIPHONG via HOIHOW	"KUTSANG"	Wednesday	2nd Dec. at 3 p.m.
STRAITS & CALCUTTA			

REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS:—

CALCUTTA-HONGKONG-JAPAN LINE	EVERY TEN DAYS
SHANGHAI-HONGKONG LINE	EVERY THREE DAYS
HONGKONG-MANILA LINE	EVERY SATURDAY FROM BOTH PORTS
HONGKONG-HAIPHONG LINE	EVERY SUNDAY FROM BOTH PORTS
HONGKONG-BORNEO LINE	EVERY FORTNIGHT
HONGKONG-TIENTSIN LINE	EVERY FORTNIGHT
HONGKONG-BANGKOK LINE	EVERY WEEK

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Vessel	Due Hongkong
"GLENARA"	1st Dec.
"CARNAVONSHIRE"	10th "
"GLENSHIEL"	24th "
"PETERBOROUGH"	7th Jan.
"GLENTER"	21st "
"GLENOGLE"	4th Feb.

HOMEWARDS.

Vessel	Leaves Hongkong
"CARNAVONSHIRE"	23rd Nov.
"GLENTER"	London, Rotterdam & Hamburg via U.K.
"GLENBEG"	24th Dec.
"GLENTER"	London, Rotterdam & Hamburg.

Movements are subject to change without notice.

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*ACCOMMODATION FOR 100 CABIN CLAS AND 150 INTERMEDIATE CLASS PASSENGERS.		
*"SAARBRUECKEN"	19th December, 1925	12th December, 1925
*"COBLENZ"	22nd January, 1926	19th January, 1926
*"ANHALT"	7th February, 1926	7th February, 1926
*"FULDA"	30th February, 1926	4th March, 1926
*"DEERFLINGER"	27th February, 1926	1st April, 1926
*"TELEK"	24th April, 1926	28th May, 1926
*"SAARBRUECKEN"	22nd May, 1926	27th June, 1926
*"COBLENZ"	19th June, 1926	22nd August, 1926
*"ANHALT"	17th July, 1926	
*"FULDA"		

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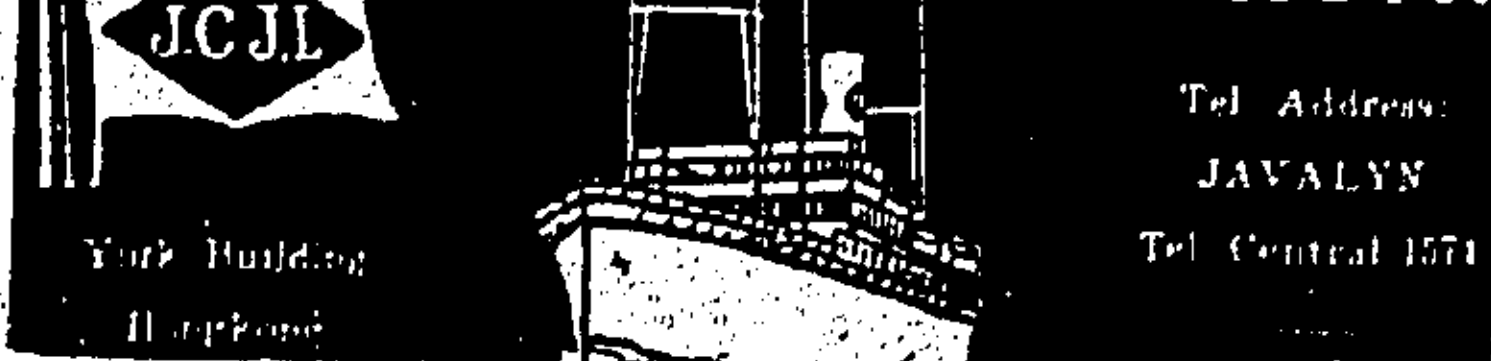
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TJIBEROET	JAVA	In port	21st Nov.	BATAVIA
TJIKINI	JAVA via M'KRAK	20th Nov.	22nd "	SHANGHAI
TJIKIWONG	JAVA via M'KRAK	25th "	27th "	AMOI & SHANGHAI
TJIKEMANG	BATAVIA	28th "	2nd Dec.	SHANGHAI
TJIKIAK	SHANGHAI	5th Dec.	5th "	BATAVIA
TJIKINI	S'HAL, KEELUNG & AMOI	10th "	12th "	M'KRAK & S'HAL
TJIBODAS	JAVA via M'KRAK	15th "	17th "	AMOI & SHANGHAI

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 S.S. "CITY OF DUBBAN" ... " ... 19th December
 S.S. "CITY OF LINCOLN" ... " ... 25th December

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 Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
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S.S.	Tons	From Hongkong (about)	Destination
"KALYAN"	9,144	29th Nov. Noon	Marseilles, Cassablanca, London, Hull & Antwerp
"KASHMIR"	8,936	10th Dec.	Spain, Penang, Colombo & B'way.
"MOREA"	9,011	17th Dec.	Marseilles & London.
"KASHGAR"	8,006	26th Dec.	Marseilles & Antwerp.
"MACEDONIA"	11,039	9th Jan.	Marseilles & London.
"KRYBER"	9,114	23rd Jan.	Spain, Penang, Colombo, & B'way.
"DELTA"	9,007	4th Feb.	Marseilles & London.
"MALWA"	10,047	18th Feb.	Marseilles & London.
"KARMALA"	9,029	2nd Mar.	Marseilles & London.
"MANTUA"	10,047	16th Mar.	Marseilles & London.
"KASHMIR"	9,136	30th Mar.	Marseilles & London.
"KHIVA"	10,918	13th Apr.	Marseilles & London.
"MOREA"	8,155	27th Apr.	Marseilles & London.
"DEVANHA"	9,144	11th May	Marseilles & London.
"KALYAN"	11,089	25th May	Marseilles & London.
"KAUKUNIA"	9,006	8th Jun.	Marseilles & London.
"KASHGAR"	8,006	22nd Jun.	Marseilles & London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"SANTHA"	8,500	24th Nov.	Singapore, Penang & Calcutta
"TILAWA"	10,000	11th Dec.	do.
"PALAMBA"	8,015	17th Dec.	do.
"TALMA"	9,000	25th Dec.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"TANUA"	8,058	2nd Dec.	Manila, Sandakan, Tharav
"ARAFURA"	8,000	6th Jan.	Manila, Sandakan, Tharav
"ST. ALBANS"	4,500	3rd Feb.	Manila, Sandakan, Tharav
"TANDA"	4,500	3rd Mar.	Sydney & Melbourne
"ST. ALBANS"	4,500	7th Apr.	Sydney & Melbourne
"ST. ALBANS"	4,500	8th May	Sydney & Melbourne

*Calls at Colombo.
 The P. & O. S.S. Co., Ltd. steamers will also call at Singapore, Penang, Calcutta, Bombay, Tawau, Timor, Darwin, or other ports en route as indicated on the following—
 Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, etc.
 The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TALAMBA"	8,015	24th Nov. 7 a.m.	Amoy, Shanghai, Moji, Kobe & Osaka.
"KASHGAR"	8,006	28th Nov.	Shanghai Moji & Kobe
"SOUDAN"	6,966	29th Nov.	Shanghai & Kobe
"MACEDONIA"	10,039	4th Dec.	Kobe
"ARAFURA"	8,000	11th Dec.	Shanghai, Moji & Kobe
"KRYBER"	9,114	18th Dec.	Moji, Kobe & Yokohama
"DELTA"	9,007	25th Dec.	Shanghai Moji & Kobe
"MALWA"	10,047	1st Jan.	Shanghai, Moji & Kobe
"KARMALA"	9,029	8th Jan.	Shanghai, Moji & Kobe
"MANTUA"	10,047	15th Jan.	Shanghai, Moji & Kobe
"KASHMIR"	9,136	22nd Jan.	Shanghai, Moji & Kobe
"KHIVA"	10,918	29th Jan.	Shanghai, Moji & Kobe
"MOREA"	8,155	5th Feb.	Shanghai, Moji & Kobe
"DEVANHA"	9,144	12th Feb.	Shanghai, Moji & Kobe
"KALYAN"	11,089	19th Feb.	Shanghai, Moji & Kobe
"KAUKUNIA"	9,006	26th Feb.	Shanghai, Moji & Kobe
"KASHGAR"	8,006	5th Mar.	Shanghai, Moji & Kobe
"KRYBER"	9,114	12th Mar.	Shanghai, Moji & Kobe
"MALWA"	10,047	19th Mar.	Shanghai, Moji & Kobe
"MANTUA"	10,918	26th Mar.	Shanghai, Moji & Kobe
"KARMALA"	9,029	2nd Apr.	Shanghai, Moji & Kobe
"KASHMIR"	9,136	9th Apr.	Shanghai, Moji & Kobe
"KHIVA"	10,918	16th Apr.	Shanghai, Moji & Kobe
"MOREA"	8,155	23rd Apr.	Shanghai, Moji & Kobe
"DEVANHA"	9,144	30th Apr.	Shanghai, Moji & Kobe
"KALYAN"	11,089	7th May	Shanghai, Moji & Kobe
"KAUKUNIA"	9,006	14th May	Shanghai, Moji & Kobe
"KASHGAR"	8,006	21st May	Shanghai, Moji & Kobe
"KRYBER"	9,114	28th May	Shanghai, Moji & Kobe
"MALWA"	10,047	4th Jun.	Shanghai, Moji & Kobe
"MANTUA"	10,918	11th Jun.	Shanghai, Moji & Kobe
"KARMALA"	9,029	18th Jun.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must delay their own hotel expenses at Singapore while awaiting the on carrying steamer.
 All Cabins are fitted with Electric Fans free of charge.
 Excess baggage not more than 24 lbs. per passenger will be carried at the Company's Office up to 100 lbs. on the day previous to sailing.
 For Further Information, Passengers, Freight, etc., apply to—

MACKINNON, MACKENZIE & CO.,
P. & O. Building, Cross Street, HONGKONG.**DOUGLAS STEAMSHIP CO., LTD.,****HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE OF Fast, High-Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in State-rooms, Saloons and Excellent cuisine.

FOR

AMOY & FOCHOW

AND RETURN

(Occupying 9 or 10 Days)

Capt. W. C. Passmore. Tuesday, 24th Nov., 3 p.m.

*HAINING. (Calling at Fuchow for Passengers only)

Arrivals and Departures from the Company's Wharf (near Blake Pier)

Round Trip Tickets will be issued from Hongkong to Fochow (Passage and Anchorage) and Return by the same Steamer by the "HAINING," "SHAIHONG" and "HAIHONG" at the Reduced Rate of \$90.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

General Managers.

CHINA NAVIGATION CO., LIMITED.

SHANGHAI	"SUNNING"	On 20th Nov.	D.L.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 21st Nov.	4 p.m.
HAIPHONG	"PARROT"	On 23rd Nov.	Noon
NINGPO & SHANGHAI	"KANGHOU"	On 24th Nov.	4 p.m.
AMOI & SHANGHAI	"SINKIANG"	On 24th Nov.	5 p.m.
SHANGHAI	"SUIYANG"	On 26th Nov.	4 p.m.
SHANGHAI	"KALGAN"	On 28th Nov.	5 p.m.
AMOI & SINGAPORE	"KINGYUAN"	On 28th Nov.	11 a.m.
HOIHOW & SINGAPORE	"KINGCHOW"	On 28th Nov.	4 p.m.
WEIHOW & SINGAPORE	"KINGCHOW"	On 30th Nov.	4 p.m.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 35.

Agents.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LTD.**"CHANGTE"**

This Vessel will sail hence on Friday, December 4th at Noon.

MANILA, ZAMBOANGA, PORT BANGA, THURSDAY ISLAND, AND AUSTRALIAN PORTS.

Through Bills of Lading issued to ALL AUSTRALIAN, NEW ZEALAND AND TARKANTIAN PORTS.

THIS NEW VESSEL IS FITTED WITH THE FINEST AND MOST UP-TO-DATE FIRST AND SECOND CLASS PASSENGER ACCOMMODATION.

(Subject to Alteration)

For Freight and Passage, apply to—BUTTERFIELD & SWIRE.

Telephone Central 36.

Agents.

DODWELL & CO., LTD.**NEW YORK BERTH.**

LOADING FOR MANILA, BOSTON, NEW YORK.

S.S. "DACE CASTLE" ... Sails 18th Nov.

LYDD TRIESTE.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE AND TRIESTE (PIUMI).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE, OR TRIESTE

\$66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "PIUMI L"	...	Sails 7th Nov.
S.S. "PIUMI L" (cargo only)	...	Sails 7th Nov.
M.S. "VIMINALE"	...	Sails 8th Dec.
M.S. "TRISTE" (cargo only)	...	Sails 10th Dec.
M.S. "ESQUILINO"	...	Sails 8th Jan.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE

S.S. "PIUMI L"	...	Sails 4th Dec.
M.S. "VIMINALE"	...	Sails 4th Jan.
M.S. "ESQUILINO"	...	Sails 4th Feb.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA"	...	(Sails from Calcutta 30th Dec. Colombo: 10th Jan.)
S.S. "UMVOLOSI"	...	(Sails from Calcutta 31st Jan. Colombo: 10th Feb.)

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1038.

Agents.

M. MESSAGERIES MARITIMES M.
SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at Hongkong and Sailing for S'ial and Japan	Probable Sailings from Hongkong for Marseilles
ANGERS	B	1925	24th Nov. 1925
ANDRE LEBON	A	22nd Oct.	8th Dec.
PAUL LECAT	A	6th Nov.	22nd Dec.
AMBOISE	B	20th Nov.	5th Jan. 1926
AMAZONE	B	4th Dec.	19th Jan.
POETHOS	A	18th Dec.	3rd Feb.
D'ARTAGNAN	A	18th Dec.	19th Feb.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance)
 A Class 1st Class ... 28.00 Od. B Class 1st Class ... 28.00 Od.
 Through Tickets to London and Landing Towns of Europe.
 As accommodation reserved in the Trains at Marseilles.

LIENE COMMERCIALES (Cargo Boats)

Loading for HAVRE, ANTWERP

S.S. "YALOU" from DUNKIRK, LONDON & HAVRE is due to arrive on 25th Nov.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.

Telephone: Central 240.

CONSIGNMENT—TRANSIT—REPRESENTATION

POST OFFICE NOTICE

XMAS LETTER MAIL FOR THE UNITED KINGDOM.

Xmas Letter Mail for the United Kingdom will be closed in the G.P.O. at 9.30 a.m., the 21st November.
This mail is due in London on the 22nd December.

XMAS LETTER AND PARCEL MAILS FOR CANADA AND U.S.A.

Xmas Letter and Parcel Mails for Canada and U.S.A. will be closed in the G.P.O. as follows:
Parcel Mail ... Saturday, 28th Nov. 3.00 p.m.
Registered Mail ... 4.15 p.m.
Ordinary Mail ... 5.00 p.m.
These mails are due in Victoria, B.C. and Seattle, on 19th December.

The Radio Service has reverted to normal hours of working. Messages may be handed in at any hour of the day or night during General Post Office hours at Radio Counter, Main Hall, at all other times messages should be taken through the corner entrance at Peddar Street and Des Vaux Road to the Radio Office on the 3rd floor of the building, these doors will be closed after 10 p.m. but admittance may be obtained by ringing the night-bell.

The Parcel Post Service to Canton is suspended until further notice.

Radio Traffic with Canton and Swatow is suspended until further notice.
Laterport Radio Telegrams are subject to delay.
Messages in Code must have name of Code used included in text.

INWARD MAILS.

FROM	PER	DATE
JAPAN	Hakusan Maru	30th Nov.
CANADA, U.S.A., JAPAN & SHANGHAI	Emp. of Australia	30th Nov.
MANILA	Pres. Madison	30th Nov.
U.S.A., CANADA, JAPAN & SHANGHAI	Pres. Madison	31st Nov.
SHANGHAI	Sinkiang	31st Nov.
SHANGHAI	Pakhoi	32nd Nov.
EUROPE via Nagasaki (Letters and Papers, London, 22nd Dec.)	China Maru	22nd Nov.
SEALERS	Talamba	22nd Nov.
SAIGON	Paul Loei	24th Nov.
U.S.A., HONOLULU, JAPAN & SHANGHAI	Pres. Madison	25th Nov.
AUSTRALIA AND MANILA	Changia	27th Nov.
MANILA	Pres. Madison	28th Nov.

OUTWARD MAILS.

FOR	PER	DATE
Hohow & Haiphong	Lok Sun	Friday, 20th, 8.30 A.M.
Manila	Heffron	9.00 A.M.
Japan, Canada, U.S.A., O. & S. America & EUROPE via Victoria, B.C.—due Victoria, B.C., 14th Dec.	Tyndareus	Parcels 3.00 P.M. Reg. Letters 9.45 A.M. Letters 10.30 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 20th Dec.	Hakusan Maru	Saturday, 21st, 8.45 A.M. Reg. Letters 9.30 A.M.
Java via Batavia	Tylobest	11.30 A.M.
Shanghai, Japan, Honolulu, U.S.A., Canada, C. & S. America and EUROPE via SAN FRANCISCO—due San Francisco, 16th Dec. & EUROPE via Siberia (Letters & Postcards specially superscribed "via Siberia" only)	Pres. Madison	Parcels Noon Reg. Letters 2.45 P.M. 3.30 P.M.
Manila	Pres. Madison	3.00 P.M.
Hohow & Haiphong	Mingyang	Sunday, 22nd, 8.30 A.M.
Amoy	Hosang	9.00 A.M.
Swatow, Amoy and Formosa	Hosang Maru	9.00 A.M.
Haiphong	Pakhoi	Monday, 23rd, 10.30 A.M.
Mauritius via Singapore	Surat	10.30 A.M.
Straits and Calcutta	Sui Sang	Parcels Noon Letters 1.00 P.M.
Saigon, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 20th Dec.	Angers	Tuesday, 24th, 11.45 A.M. Reg. Letters 12.30 P.M.
Shanghai, Japan & EUROPE via Siberia (Letters and Postcards specially superscribed "via Siberia" only)	Paul Loei	12.30 P.M.
Amoy and Foochow	Hai Ning	2.00 P.M.
Amoy	Sinkiang	3.30 P.M.

* Correspondence bearing vessel's name only.

COMMERCIAL.

OPENING QUOTATIONS.

November 19th, 1925.

On London—	
Telegraphic Transfer	2 1/4
Bank Bills, on demand	2 1/4 7/16
Bank Bills, at 30 days' sight	2 1/4
Bank Bills, at 4 months' sight	2 1/4
Credits, at 4 months' sight	2 1/4
Documentary Bills, 4 months' sight	2 1/4
On Paris—	
Bank Bills, on demand	1.430
Credits, 4 months' sight	1.500
On New York—	
Bank Bills, on demand	57 1/2
Credits, at 30 days' sight	58 1/2
On Bombay—	
Telegraphic Transfer	150
Bank Bills, on demand	150
On Calcutta—	
Telegraphic Transfer	150
Bank Bills, on demand	150
On Shanghai—	
Bank Bills, at sight	nom.
Credits, 30 days' sight	nom.
On Yokohama—On demand	134 1/2
On Manila—On demand	100 1/2
On Singapore—On demand	100 1/2
On Batavia—On demand	141 1/2
On Haiphong—On demand	nom.
On Saigon—On demand	nom.
On Bangkok—On demand	73 1/2
SOVEREIGN, Bank's Buying rate	83 1/2
Gold Leaf, 100 fine, per tola	32 1/2
BAR SILVER, per oz.	32 1/2

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital \$30,000,000
Issued and Fully Paid-up \$30,000,000
Reserve Funds:—
Sterling \$4,500,000
Silver \$26,500,000
Reserve Liability of Proprietors \$30,000,000

Court of Directors:

G. M. Young, Esq., Chairman.
H. P. White, Esq., Deputy Chairman.
D. G. M. Bernard, Esq., Hon. Mr. A. O. Lang.
W. H. Bell, Esq., W. L. Patterson, Esq.
A. H. Compton, Esq., J. A. Plummer, Esq.
Hon. Mr. P. H. Holyoak, T. G. Weall, Esq.

Chief Manager:

A. H. Barlow, Esq.

Manager: Shanghai—G. H. Stitt, Esq.

LONDON BANKERS:

WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.
Hongkong, 19th May, 1925. [25]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is calculated on the lowest balance during each completed Calendar Month at 3 1/2 per cent. per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of \$100 or more to the HONGKONG & SHANGHAI BANK to be placed on FIXED DEPOSITS at CURRENT RATES.

For the Hongkong & Shanghai

BANKING CORPORATION.

A. H. BARLOW,

Chief Manager.

Hongkong, 7th January, 1925. [2]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

FOREIGN EXCHANGE and General Banking Business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,

Manager.

Hongkong, April 15th, 1925. [30]

SOCIETE FRANCAISE DE

GERANCE

DE LA BANQUE

INDUSTRIELLE DE CHINE.

ETABLISSEMENT FRANCO-CHINOIS.

(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

HEAD OFFICE:

Paris, 74, Rue St. Lazare.

Capital Frs. 10,000,000

Reserves Frs. 10,760,000

Working fund provided by

THE BANQUE INDUSTRIELLE DE CHINE:

Frs. 50,000,000.

BANKERS:

France: Societe Generale, Banque

Nationale de Credit, Banque de Paris

et des Pays Bas.

London: Midland Bank, Ltd.

New York: Irving Bank, Columbia Trust.

Every description of Banking and Ex-

change Business transacted.

Correspondents throughout the World.

A. BOJLIN,

Manager.

Hongkong, 12th July, 1924. [39]

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:

15, Gracechurch Street, London, E.C. 3.

Authorized Capital £3,000,000

Subscribed Capital £1,800,000

Paid-up Capital £1,050,000

Reserve Fund £1,300,000

BANKERS:

THE BANK OF ENGLAND

and

MIDLAND BANK, LTD.

BRANCHES:

Bangkok, Calcutta, Kanton, London, Madras, Rangoon, Shanghai, Singapore, Suez, Yokohama.

HONGKONG BRANCHES:

Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts

at 3 per cent. per annum on Daily Balance

and on Fixed Deposits at Rates that

may be ascertained on application.

J. B. ROSS,

Acting Manager.

7, Queen's Road Central,

Hongkong, April 17th, 1923. [29]

BANQUE DE L'INDO-CHINE, PARIS.

HEAD OFFICE:

96, Boulevard Haussmann, Paris.

Subscribed Capital Frs. 72,000,000.00

Paid-up Capital Frs. 68,408,000.00

Reserve Fund Frs. 59,567,283.84

BRANCHES:

Bangkok, Canton, Hongkong, Kanton, London, Madras, Rangoon, Shanghai, Singapore, Suez, Yokohama.

BANKERS:

In France: Comptoir National d'Es-

compte de Paris, Credit Lyonnais,

Banque de Paris et des Pays-Bas,

Credit Industriel et Commercial,

Societe Generale.

In London: The National Provincial

and Union Bank of England, Ltd.,

Comptoir National d'Escompte de

Paris, Credit Lyonnais.

In New York: J. P. Morgan & Co.,

French-American Banking Corpora-

tion, Guaranty Trust Co., of New

York.

Interest allowed on Current Accounts

and Fixed Deposits according to arrange-

ment.

Every description of Banking and Ex-

change Business transacted.

A. LECOT,

Manager.

Hongkong, 20th March, 1924. [32]

THE BANK OF TAIWAN, LTD.

(TAIWAN GINKO.)

Incorporated by Special Imperial

Charter, 1899.

Capital Subscribed Yen 60,000,000

Capital (Paid-up) Yen 59,500,000

Reserve Fund Yen 12,980,000

HEAD OFFICE:—TAIPEI, FORMOSA.

BRANCHES:

JAPAN:—Tokyo, Yokohama, Kobe, Osaka.

FORMOSA:—Gilan, Kagi, Karenko, Kee-

lung, Makung, Nanto, Pinan, Shin-

chiku, Taichu, Tainan, Takow,

Tamsui, Tohyen, Aka.

CHINA:—Shanghai, Hankow, Amoy, Foo-

chow, Swatow, Canton.

OTHERS:—Bangkok, Hongkong, Singa-

pore, Soerabaya, Samarang, Batavia,

Bombay, London, New York, Cal-

cutta.

LONDON BANKERS:

LONDON COUNTY WESTMINSTER AND

PARIS BANK.

The Bank has Correspondents in the

Commercial Centres in the European

Continent, Russia, Manchuria, Tsingtao,

Japan, Indo-China, Siam, India, Philip-

pine Islands, Java, and Dutch Indies,

Australia, America, Africa, &c.

Interest allowed on Current Accounts

and Fixed Deposits at Rates which will

be quoted on application.

Z. YAMAMOTO,

Manager.

HONGKONG BRANCH,

4, Des Vaux Road, Central,

Hongkong, 30th May, 1925. [37]

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONGKONG.

Established 1912.

Authorized Capital £1,200,000

Paid-up Capital £1,075,580

Silver Reserve Fund \$709,000

Foreign Exchange and General Bank-

ing business transacted.

Interest allowed on

CURRENT ACCOUNTS

2 1/2 per annum on daily credit balances

of over \$100.

SAVINGS

4 1/2 per annum.

DEPOSITS

for 12 months 5 1/2 per annum.

for 6 months 4 1/2 " "

for 3 months 3 1/2 " "

on demand 2 1/2 " "

BRANCHES:

Canton, Shanghai, Hankow, Bangkok,

and New York.

LONDON BANKERS:

The Lloyds Bank Limited.

LOOK POONG SHAN,

Chief Manager.

[37]

THE BANK OF CHINA.

行銀國中

(Specially authorised by Presidential

Mandate of the Republic of China on

the 22nd of November, 1917.)

Authorized Capital \$80,000,000.00

Paid-up Capital 18,278,800.00

Reserve Fund 8,628,425.24

HEAD OFFICE:—PEKING.

HONGKONG BRANCH:—4, Queen's Road

Central. Branches and Sub-branches all

over China, and Correspondents in

Europe, America, and other parts of the

world.

LONDON BANKERS:—The National Pro-

vincial and Union Bank of England,

Ltd. The Guaranty Trust Co. of New

York.

NEW YORK BANKERS:—The Irving Na-

tional Bank. The Equitable Trust Co.,

New York.

Interest allowed on Current Accounts

and Fixed Deposits. Terms on applica-

tion.

Every description of Banking Business

transacted.

Loans granted on Approved Securities.

Special facilities for Home Exchange.

TSUYEE PEI,

Manager.

Hongkong, September 8th, 1921. [38]

NEDERLANDSCHE HANDEL

MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).

Established 1824.

Hongkong Branch established 1906.

Authorized Capital

Gulden 150,000,000

(212,500,000)

Paid-up Capital

80,000,000

(26,666,670)

Reserve Fund

30,333,331

(21,711,405)

Special Reserves

22,666,669

(17,666,330)

HEAD OFFICE:—AMSTERDAM.

Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng,

Bomby, Calcutta, Cheribon, Djember,

Djokjakarta, The Hague, Kobe, Kota

Radja, Makassar, Medan, Padang,

Palembang, Pecalongan, Penang,